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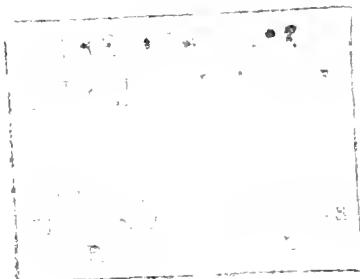






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Rev. Jonathan W. Miller

# HISTORY

—OF—

Frackville, Schuylkill County, Pa.

—BY—

The Rev. Jonathan W. Miller, Rector

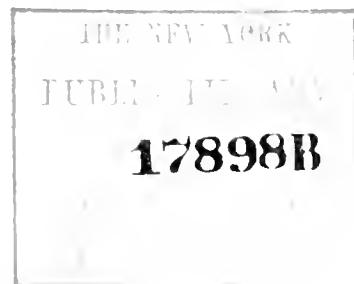
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CHRIST EPISCOPAL CHURCH

ILLUSTRATED

Miners'  Journal

1904



TO MY FATHER AND MOTHER  
HENRY AND CATHERINE MILLER  
THIS WORK IS  
AFFECTIONATELY DEDICATED  
BY  
THE AUTHOR

The author wishes, in this public way, to express and acknowledge his gratefulness to the following persons, and sources, for information so kindly furnished him in the preparation of this work: History of Schuylkill County, Pennsylvania, 1881; John, F. S., and David P. Haupt; Rev. H. T. Clymer; J. C. McGinnis; Rev. T. J. Bowers; Rev. H. J. Illick; Rev. William J. Scheifly; David Christ; Prof. I. G. Miller; Thomas M. Reed; Mrs. Robert C. Hunt; Walter S. Sheaffer; John L. Williams; L. C. Anstock; and the Records of Council.

## PREFACE

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The object of the author in the preparation of this work is simply to furnish the citizens of Frackville, and surrounding community, with such facts as every one ought to know. Knowledge is essential to interest. This is as true in the relation of the citizen to the community as it is in any other. The more knowledge we possess of the facts which enter into the makeup of the community in which we live, the more interest will we have in that which tends towards its welfare. But besides the creating of a greater interest in the borough of Frackville by a better knowledge of its history, it is always well to have at hand a book of historical reference. In this not only the town as a whole, but a majority of its institutions, such as the churches, schools, &c. are very deficient. With a view of at least partially meeting these demands the author sends forth this work in the hope that it may accomplish the mission for which it is intended, and asks the kind consideration of an ever indulgent public.

J. W. M.  
Frackville, Pa., March, 1903.

# History of Frackville, Pa.

## CHAPTER I.

### TOPOGRAPHY OF FRACKVILLE.

It is indeed a matter of honest doubt, whether there is another locality in the State of Pennsylvania whose surface features are more peculiar and interesting than that upon which the borough of Frackville now stands, and its immediate surroundings. And just as the mother always antedates the child, in time, so does the locality the town, and therefore we shall naturally present this phase of our subject first.

Broad Mountain, a plateau some eighteen hundred feet above tide water, having an area of between seventy and eighty square miles, is one of a succession of mountain chains running nearly parallel, from northeast to southwest, through Schuylkill County, Pennsylvania. These topographical features being the result of a wave-like movement in the early geological formation of the earth's surface, are peculiarly interesting both to the man of science, and to the artist. Nowhere can he find a more fruitful field for his research, or in which to inspire the highest ideal of the beautiful in nature.

As the artist goes forth in quest of the beautiful, he here finds spread out before his enraptured mind a perfect panorama of the most sublime in nature. From almost every rocky ledge he beholds the deep gorge, ever widening into a broader valley, as it gently slopes away from the rugged steep. He views with rapture the mountain torrents as they roll down the rocky cliffs, ever growing into sparkling streams as they meander through meadows, forests and thriving towns. While before his wondering gaze there stretches out into the distance a beautiful and diversified landscape.

In many places the rock strata are exposed to such an extent as to afford the geologist an excellent opportunity for studying their nature, and measuring their thickness. The outcropping of the coal vein is a matter of great interest to the

scientifically inclined. At some of these, the coal bed being exposed, we have a distinct record of the ancient life during the Carboniferous age.

This mountain forms the dividing line which separates the great southern from the middle coal basin. Upon its summit, however, there are found but small areas of coal measures.



"Summit of Broad Mountain"

Hence under that immediate portion upon which the borough of Frackville stands there are no coal deposits. Therefore, Frackville is built upon a sure foundation, a rock that can not be moved. A new mining interest, however, has been recently opened up, about one mile southeast of Frackville, under the

name of the Broad Mountain Colliery, operated by the Crystal Run Coal Company. But as this enterprise is yet in its infancy, nothing definite can be said, at this time, as to the exact quality and quantity of coal to be found here. We might, however, say that those who are most directly interested, and therefore the most capable of judging, are quite sanguine as to the success



“Mahanoy Valley”

of this new enterprise. And it is to be hoped that all the expectations of even the most sanguine may be fully realized.

Broad Mountain forms the water-shed for that region of country lying between the Susquehanna, Lehigh and Schuylkill rivers. The streams which drain the northwestern, western,

and southeastern empty into the Schuylkill, while those of the eastern and northeastern find their way into the Lehigh.

Some seventy odd years ago this mountain was covered with a dense forest of heavy timber, consisting chiefly of yellow pine, oak and hemlock. But this has long since been cleared off, and used mainly in and around the various collieries in the adjacent valleys.

So far as is known this region was never permanently occupied by any particular tribe of Indians. The waters of the Delaware on the east and those of the Susquehanna on the west afforded the savages greater attractions than the mountainous interior, with its comparatively small streams. The Lenapes tribe, or Delawares, as they were afterwards called by the whites, who were under the control of the Mingoies, occupied the region bordering on these two rivers, from which they would frequently roam into the forests of the interior. The first white settlers who came to this region, about 1774, were Germans, who either came direct from the Fatherland, or were former residents south of the Kittatinny. The sturdy disposition and sterling quality of these people not only withstood the trying ordeal of pioneer life, but also the threatening invasions of the savages around them. And the descendants of these early settlers have well sustained the honor due their ancestry. Never yet have they been called upon to exemplify the spirit of true patriotism, whether in defence of their homes or country, but what they responded most cheerfully and without reserve.

During these early days fish were found in abundance in the larger creeks and rivers, while every mountain stream fairly sparkled with spreckled trout. Deer and bear, as well as quail and occasional flocks of wild turkeys, roamed freely through the forests.

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## CHAPTER II.

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### PUBLIC DRIVE ROADS.

In speaking of this class of public highways, we shall first of all refer, briefly, to the pioneer roads of this section of the country. This is necessary because these roads not only form the first outlet, by means of wagons, for this region, but also the backbone into which many of the later roads converge.

## 1st.—THE READING AND SUNBURY TURNPIKE.

The first public highway that passed through what is now Schuylkill County was what is known as the Reading and Sunbury Turnpike. This road was established as early as 1770, and extended from the former to the latter town, passing through Port Clinton, Orwigsburg, Schuylkill Haven, Pottsville, Minersville, and on about five miles west of Ashland to Sunbury. But as this road was only kept up by voluntary labor, it was scarcely passable at any time, except on horseback and foot. Hence this road never became much of a thoroughfare.

## 2nd.—THE CENTER TURNPIKE.

It was not, however, until about the year 1805 that a number of individuals conceived the idea of forming themselves into a stock company for the purpose of extending the pike between Philadelphia and Reading through to Sunbury. This Company was therefore duly incorporated, by the State authorities, on the 25th day of March, 1805. Immediately after the necessary preliminary arrangements had been made, the work of construction was begun and completed, however it did not, at all points, follow the line of the old Reading and Sunbury Turnpike. But we shall only note those deviations which occur in that section with which we are at this time concerned. From Port Clinton this Turnpike passed through Orwigsburg, on through Centre Street, Pottsville, New Castle, across Broad Mountain, within two miles of Frackville, Fountain Springs, Ashland, and from thence to Sunbury. This public highway, being owned and under the management of an incorporated Stock Company, was not only substantially well built, but kept in good repair, until its usefulness was superseded by a better and more rapid method of transportation. Hence it soon became the main outlet for the produce of this northwestern section of the country, and the inlet for the merchandise from Philadelphia. It was not long, therefore, until the business of this public highway had reached enormous proportions. And as those were the days of the old "Conestoga Wagons," drawn by from four to six head of horses, it was not an unusual sight to see a line of teams, on this Turnpike, from two or three miles in length, either on their way to Philadelphia with produce, or on their return with merchandise, but for all manner of travel. As early as 1812 we already find a permanently established stage line making its regular weekly trips between Philadelphia and Sunbury. And

by the year 1829 the travel along this highway had increased to such an extent that it required three daily lines, running the entire distance, to meet the demand of the traveling public.



"D. P. Haupt's Residence and Livery."

As the country through which this early avenue of travel passed, was yet in its infancy, there were but few towns along

its route. This necessitated the establishing of hostelries, or places of entertainment for those who made use of this public highway. These places were always known, and spoken of, as "Taverns". And in almost every instance the "Old Landlord" was one of those genial old souls, with whom everybody enjoyed taking a meal, or spending a night. Kind, jovial, and accommodating he was almost universally called uncle, while his no less genial, "better-half", was called aunt, by the traveling public. One of these stopping places, kept by Nicho Allen, was located on the summit of Broad Mountain only a few miles distant from the present borough of Frackville.

#### 3rd.—ROAD SOUTH TO ST. CLAIR.

The public road south of Frackville leading to St. Clair was built about the year 1836. This road was constructed at the expense and by the authority of Norwegian Township, New Castle not having been formed from it until 1848. Through almost its entire distance this public drive road was built upon the bed of the old abandoned Danville and Pottsville Railroad. From the time of its completion to the establishment of the Mahanoy and Broad Mountain Railroad this thoroughfare formed one of the main outlets to all points south of the mountain. This road passing through such beautiful and romantic mountain scenery, and being constantly kept in good repair, has ever been regarded as one of the three most favorite drives in this community.

#### 4th.—THE ROAD ACROSS BROAD MOUNTAIN, SOUTH TO NEW CASTLE AND NORTHEAST TO MAIZEVILLE.

The next road of importance, opening up the south no less than the north, was built a few years later. Beginning at New Castle this road crossed the mountain through the Haupt farm, from thence through the present lawn of F. S. and John Haupt at an angle from southwest to northeast, and from there on down the mountain to Maizeville and over the Second mountain to Shenandoah. This road was important to Frackville, because it opened up a way of communication to the north no less than to the south. Since the formation of the borough of Frackville a large portion of the road south of the town has been abandoned. But the northern portion still forms one of the main outlets for this community in that direction.

**5th.—ROAD WEST TO ASHLAND.**

The public highway leading westward from Frackville, through Fountain Springs, to Ashland was opened up for the use of the public about the year 1842. This road was built by Barry township, Butler, through which the road now passes, at that time being yet a part of Barry. The importance of this road lies in the fact that it is the only direct communication for Frackville to the country and towns lying west from here. This is another of the three roads in this community that affords a most delightful drive.

**6th.—THE ROAD TO MAHANOY PLANE.**

In the year 1865 a road, intersecting with the one leading to Maizeville at a point a short distance north of the Philadelphia & Reading arch, was built down the mountain to Mahanoy Plane. This opened up a short and direct route, not only to the western ward of the borough of Gilberton, but to that entire section of country.

**7th.—THE ROAD, EAST, TO MAHANOY CITY.**

The last of these public highways was built about 1891 by West Mahanoy, and Mahanoy, townships, east from Frackville, through Morea to Mahanoy City. This road, therefore, forms the outlet to the east. And as it follows the summit of the mountain, and is almost perfectly level its entire length, from many points of which there is a magnificent view, it has ever been regarded as one of the three great drives in this community.

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**CHAPTER III.**

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**RAILROADS.**

Broad Mountain for a long time appeared an insurmountable barrier to the projectors of public highways. But the persistent strides of pioneer life, and the rapid development of the coal industry in this locality, made it evident, to those interested, that this barrier would, sooner or later, have to be overcome. It was not, however, until after the discovery of the rich coal deposits in the Mahanoy and Shenandoan valleys that the absolute necessity of building such roads was forced upon the minds of those who were, at that time, interested in the

development of this region. In order that the rich deposits of this Middle Coal Field, as it has since been designated, might be worked to best advantage there must be a direct transportation, however difficult it may appear to accomplish, to the eastern markets. This was the conclusion already arrived at in the early history of the coal operations in this locality.

As the pioneer movement in this section of the country was from the southeast, we must look mainly in that direction of the compass for the early outlets of this locality, as well as for the approach of all subsequent improvements. The Schuylkill river, with its various tributaries, was naturally the first outlet for the products of this region. And as the mountains and valleys were covered with a dense forest of oak, pine, beech, maple, poplar, hemlock, chestnut and gum, coal not having been discovered until long after, lumber was the first, and only, marketable staple which was sent down these streams to the eastern markets by means of rafts.

This means of transportation was superseded by the Schuylkill Navigation Company, which was incorporated by an Act of the Assembly and approved by the Governor of the State (Snyder) on the 8th day of March, 1815. The object of this company was to establish an improved condition of transportation to Philadelphia by means of a system of canals and slack-water navigation. The work, however, was not begun until in the spring of 1817, and after many vicissitudes, was finally completed, the entire distance, in 1824. As the years rolled by, this highway of transportation was extended and improved to meet the demands of a rapidly growing trade, until the freshet of June, 1862, destroyed the dams and seriously injured the canal, when it was abandoned, and the right of way finally sold to the Philadelphia & Reading Railroad Company.

In the meantime, however, coal having been discovered and the country more fully developed, the demands for transportation had increased to such an extent that nothing short of railroads would be able to keep pace with the rapidly growing trade of this community. The first railroad, in this locality, was built by Abraham Pott, as early as 1826. This road extended from his coal mine to the head of navigation at the mouth of Mill Creek, a distance of one-half mile, and was used exclusively for conveying the coal from the mine to the boats on the waters of the Schuylkill. Although to-day this would be

regarded a short and insignificant road, yet there is connected with it a fact that at once brings it into historical importance. It is the first, or pioneer, railroad, not of this county alone, but of the State, and the second, if not the first, in the United States, antedating the historic Switchback by one year. From 1828 to 1830 seems to have been what might be termed the Great Railroad Building Period in this immediate locality. During this period no less than five roads, of more or less importance, had been built. On the 24th of March, 1828, Governor Schulze granted a charter to the Mine Hill and Schuylkill Haven Railroad, which extended through the coal fields from Schuylkill Haven, by way of Minersville, north of Broad Mountain. The Norwegian and Mt. Carbon road was built during this period, and extended from Mt. Carbon to several coal mines northwest of Pottsville. The Little Schuylkill comes under this head, and extended from Port Clinton to Tamaqua, a distance of twenty-two miles. The Schuylkill Valley Railroad was begun in 1829 and completed in 1830, and ran from Port Carbon to Tuscarora, a distance of ten miles. While the Mill Creek Railroad was commenced in 1829, and extended from Port Carbon to the vicinity of St. Clair. These roads, however, compared with the highly improved ones of to-day, would be regarded very crude, and almost useless structures. There seemed to be no standard gauge; the rails were of wood, strapped down with flat bar iron; the cars had a capacity of about one and a half tons; and as railroad engines were yet an unknown quantity, the cars were drawn by horse or mule power. Yet during their day they served their purpose well.

The reader will observe that thus far we have simply spoken of the railroads that were built immediately south of Broad Mountain. We have done so, first, because the advance guard of improvements made their earliest appearance from that side, and second, because of the important relation these railroads sustain to the development of that particular part of Broad Mountain upon which the borough of Frackville is now located.

In the year 1830 the first attempt was made to connect the middle with the southern coal field by means of a railroad. Because of the steepness of the grade, both north and south of Broad Mountain, this involved the most difficult railroad engineering yet undertaken anywhere in that day. This great en-

terprise was undertaken by Stephen Girard, a man of wonderful business energy and perseverance, and one to whom this community is greatly indebted for the rapid progress of the early development of this community. The difficult task of constructing this road was placed under the skillful direction of Moncure Robinson. It was decided that this road, connecting



"Pennsylvania Rail Road Crossing The Philadelphia & Reading."

with the Mill Creek Railroad at St. Clair, should cross the mountain in a series of planes and levels, and would thereafter be known as the Danville and Pottsville Railroad. Like the roads already referred to, it was built with wooden rails, strapped down with flat bar iron. In crossing the mountain there were no less than five planes, four on the south and one

on the north side. The first of these planes, on the south side, was at Wadesville; the second, at Darkwater; the third, at Morris Junction; the fourth, at Kaufman's Dam; the fifth, just north of Frackville, descending into Mahanoy Valley. Between these series of planes the cars were drawn by horse or mule power, while on the southern planes they were brought up by means of the return trip, and on the north plane by a tank filled with water. But owing to the imperfection of this plan of hoisting the cars the planes could not be successfully worked. So that, after a shipment of thirteen thousand, three hundred and forty-seven tons of coal, the road was abandoned in 1836, and remained idle for some twenty odd years. We do not for this reason, however, regard this stupendous undertaking as, in every respect, a failure. It was the beginning of what afterwards became a glorious achievement.

From the time the Danville and Pottsville, or Girard, Railroad was abandoned in 1836 there was no further effort made to connect the southern with the Middle Coal Field, through this community, until 1859. It was on the 29th day of March, 1859, that the Mahanoy and Broad Mountain Railroad Company was incorporated by an Act of the State Legislature. This act of incorporation gave the said company the right to build, and operate, a railroad from the northern terminus of the Mill Creek Railroad, on the south, at what is now known as Broad Mountain Station, over the mountain through what has since become the borough of Frackville, into Mahanoy Valley on the north. The work of building this road began in the year 1860, with George G. Roberts as chief engineer. But it was not until the year 1862 that the entire road, including Mahanoy Plane, was completed. Scarcely had it been completed, when in the month of June of the same year, a freshet washed out the culvert just south of the plane. This caused a considerable delay in the operation of the road. It was, therefore, in the winter of 1862-'63 that the present archway was constructed. When the road was thus completed it was at once leased by the Philadelphia & Reading Railroad Company, under whose jurisdiction it has ever since remained. The first shipment made over this road was a car load of coal from the Connor and Hammond colliery in the month of May, 1863. There were, however, no accommodations for travel on this road, for about six years from this time. The road was used

exclusively for the transportation of coal. But as the coal industry, in the valleys below, was rapidly developing, and as the present location of Frackville, the most desirable in which to live, there was a rapid influx of people into this community. And in proportion to the increase of population did the demand for passenger accommodations grow. The first effort made by the Company in this direction was what was then popularly known as the "Monkey Box" system. This was a square, four-wheeled box car, attached to a coal train, every Wednesday and taken as far as St. Clair and back again, for the accommodation of those who wished to visit, or do shopping in the latter place. Some time later a workman's train was placed on the road, which ran from the towns south of the mountain to Frackville every weekday morning and back again in the evening. It was not, however, until late in the fall of 1869 that, through a petition sent in by John Haupt, the Company placed a regular passenger train on the road. This train at first only made two round trips, from St. Clair to Frackville, each day, the one in the morning and the other at noon. Some time after this an evening train was added. But as these trains only came as far as Frackville there was no connection between this latter place and Mahanoy Plane. And by this time not only local, but through travel, had grown to such proportions that a demand for a stage line between these two points, became a necessity. Hence D. P. Haupt, being in the livery business, acted upon this suggestion and established a regular stage line between Frackville and Mahanoy Plane. Mr. Haupt began this line on the 10th day of January, 1870, and continued operating the same for about thirty years. Since the end of that period the line has ceased operations, only as occasional demand requires. January 29th, 1886, the Philadelphia and Reading Company sustained a great loss in the destruction by fire of the plane house and machinery. The building, which caught by accident, was discovered on fire about 10:30 in the morning. This, of course, caused another delay in the operations of the road, which continued until the plant was again rebuilt. In the meantime, however, a very important enterprise was undertaken in the building of the "Loop," or the extending of the railroad, on the north, down the mountain into the valley below. This event was especially interesting because of the war that was waging between the Philadelphia

and Reading and the Pennsylvania Railroad Companies, all the way from Philadelphia up each striving to get into the coal fields first. On February 9th, 1886, the Philadelphia and Reading Company sent a small squad of men here to begin the work of grading, and on the night of the 10th, knowing that the



"Mahanoy Plane"

Pennsylvania Company would attempt to interfere with them, they already began laying the ties and spiking down the rails. About ten or eleven o'clock that night the Pennsylvania Company rushed a squad of their men in who, after a spirited tussle, pick'd up the whole business, men, rails, ties and all, and

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dumped them down the mountain-side. During this bitterly-fought battle there was considerable shooting done, but no one was killed. The Pennsylvania Company then erected a temporary building on the spot, in which they kept a number of police for a time, after which they completed the road through to Shenandoah. In the meantime, however, the building at the plane was completed, and operations were again started in September, 1886. It was then that these two companies decided to work together, at least to the extent as to allow the Pennsylvania Company to run its trains over the Philadelphia and Reading road from Wetherill Junction to the "Loop", north of Frackville. The Lehigh Valley Company having in the meantime leased the right of way on this road, ran the first passenger train over the route on Monday, November 22nd, 1886. From this time on the citizens of this community enjoyed the accommodations of three roads,—the Pennsylvania, and Lehigh Valley through, and the Philadelphia and Reading to this point. Finally the Philadelphia and Reading Company realized that they could only compete with the Pennsylvania road by connecting their southern trade with the north. They, therefore, entered into an agreement with the Pennsylvania Company to run over their "Loop," into Mahanoy Valley, and there connect with their own road and thus open up to them a northern outlet.

This road, from its southern to its northern limit, winding through canyon and rugged cliff, and ascending in several points at a grade of one hundred and seventy-five feet to the mile, with a series of short curves, required the most skillful engineering. During the construction those were not wanting who looked upon this enterprise as a hopeless undertaking. There were, indeed, not a few who predicted that not even an empty engine would be able to make its way up the steep ascent. But the sequel of about twenty years of successful operation has proven both the wisdom and skill of its projectors.

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## CHAPTER IV.

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### COAL MINING INDUSTRY.

The origin and subsequent growth of a town is almost universally the result of some industry which centers in that par-

ticular locality, Frackville being no exception to this rule must, therefore, be the result of some enterprise, which caused the early settlers, in such goodly and ever increasing numbers to locate on this particular spot. We find this particular enterprise to be the Anthracite Coal industry. And it is this industry alone that is responsible for the existence of Frackville to-day. But as Anthracite coal sustains such a peculiarly important relation to the comfort and happiness of the human race, it will be of interest to go beyond the simple production of this material, as an industry, and briefly touch upon the remarkable discovery, and wonderful development of this useful product.

The presence of Anthracite coal within the region now included in the southern and middle coal fields must have been known as early as 1770. As Scull in his map, published during that year, indicates several localities, especially along the head waters of the Schuylkill, as being the depositories of the "Black Diamond." But the first discovery of Anthracite coal in Schuylkill County, of which we have any record, was accidentally made by Nicho Allen in 1790. This man, having come into this community, as a lumberman, from one of the New England States, and living with his wife in a little cabin on Broad Mountain, led somewhat of a vagrant life. One night during this year while out on a hunting tour, he kindled a fire amid a mass of rocks, and then laid down beneath the over-hanging branches of several trees to sleep. Some time during the night he was aroused from his slumbers by an intense heat at his feet. Then it was that he observed a glowing fire, as though the rocks themselves were melting away in a white heat. This proved to be the outcrop of a coal vein, which Allen had accidentally ignited. Having from this time forth, for a number of years, advocated the value of anthracite coal, without receiving the consideration due him for the important service he rendered, not only this community, but the world, he finally left the region in disgust for his native home in New England. Although this was the first signal of the beginning of an industry which would not only develop wonderful proportions, but carry untold comforts and blessings to the world's millions still unborn, yet it was not without great difficulty that anthracite coal was introduced into general use. It was in the year 1795 that it was first successfully used by a Mr.

Whetstone in his blacksmith shop. In these early days of the anthracite industry, this coal was known by the name of "Black Rock," or "Black Diamond." It was not, however, until the year 1808 that Judge Jesse Fell attempted to first introduce the "Black Rock" on a wooden grate, the Judge declared that he would continue its use only on condition it would consume the grate. It is needless to say that the Judge continued its use, but was soon compelled to acknowledge its superiority, both as to convenience and comfort, over wood. But as yet it had gained no reputation as a fuel, and its limited use was confined to but a few enterprising persons, living within the immediate community in which it was produced, who were simply experimenting upon its usefulness. The first successful attempt to introduce Anthracite coal into the Philadelphia market was made by Colonel George Shoemaker in 1812. After a great deal of difficulty the Colonel succeeded in inducing Messrs. Mellon and Bishop to give it a trial in their rolling mills. The trial, of course, proved a grand success, the heated metal, as the foreman put it, worked like lead. Colonel Shoemaker thus had the honor of not only introducing its use into the Philadelphia market, but of establishing two facts: First, that "Black Rock" was combustible; and second, that it was the best, or most effective fuel in the world. It was not, however, until 1822 that the first regular shipment of coal was made. At this time there was one thousand four hundred and eighty tons propelled down the canal by means of poles, there being no towpath, as yet, to Philadelphia. It is true that there had been one small shipment, of three hundred and sixty-five tons, made in 1820, but this was more by way of experiment than to supply a demand in the market.

From its earliest discovery to about the year 1822 we may call the first great period in the coal industry. This was the period of discoveries. First of all, the coal itself was discovered. This was a slow and gradual process. Its presence in certain localities was at least suspected as early as 1770. Twenty years later an out-cropping of a vein was accidentally set on fire by Nicho Allen. And from this time on its presence in the earth was gradually being found, until it became known that there was scarcely a hill or valley that was not rich with veins of "Black Rock."

And second, its qualities were also being discovered. That

it could be used to great advantage for blacksmithing was first ascertained by Whetstone in 1795. In 1808 Judge Fell found, by experience, that there was nothing equal to "Black Rock" for heating purposes. And that there was no fuel better, or even as good, for smelting purposes, was fully demonstrated by Messrs. Mellon and Bishop in 1812. Thus, by the end of this



"Morea Stripping."

period of discovery, we already find that the depository of anthracite coal have become pretty well known and its utility firmly established.

Wood, being the only fuel in use up to the introduction of coal, and the demand upon it being very great for many other purposes, became more scarce and expensive each year. So that

as early as 1825 we find that coal had already outstripped wood, both as a fuel, and in cheapness.

As anthracite coal had now (1825) become a staple, not only of this community, but in the commerce of the world, there was a great influx of operators and speculators into this region at that time. Pits were dug, shafts sunk, slopes put down, and gangways opened up, in almost every hillside and valley. Not every one, however, who made the attempt, was successful. Many a poor fellow sank his hard earned savings into the ground never to be brought out for him again. While, on the other hand, many, who brought into this enterprise, intelligence and judgment, connected with prudent business tact, reaped a rich harvest from their new venture. This success fanned the flame of excitement to such a pitch that lands were bought, roads laid out, mines opened, railroads projected, and towns sprung up everywhere like mushrooms. Tracts of land that could have been bought in 1827 for five hundred dollars, were ready sale in 1829 at the enormous price of sixteen thousand dollars.

The first methods of mining were very crude and simple. An ordinary pit was sunk on an elevation, and the coal drawn up by hand, with a common windlass and bucket. As there was no means of handling the water at this time, when the pit would fill up it was abandoned, and a new one dug. The first advance made along this line was the introduction of the Gin, worked by horse power. This was regarded, at that time, a great improvement. It was about this time that the method of opening the veins by drifts from the ravines at the foot of the hills came into practice. This enabled the operators to remove the water from the workings by natural drainage. While this method of operating was in vogue, the coal was, at first, taken out by means of wheelbarrows. A little later tracks were laid in the gangways and cars, drawn by horses or mules, were used. The modern appliances of breakers, machinery and engines were as yet unknown. The only machinery in use was the pick, the hammer, the shovel, the riddle and the wheelbarrow until later when the cars were introduced. Coal at this time was subject to no other preparation than the removal of dirt and slate. When thus prepared, it was hauled from the mines to the landings, along the Schuylkill river, by means of ordinary road wagon. During the year 1829, this was changed by the intro-

duction of railroads into almost every mine in the region. In the year 1832 two important associations were effected. The first of these was the "Coal Mining Association of Schuylkill County," with Burd Patterson as its president. The second was the organization of a "Board of Trade." It was then found that the capital invested, up to this time in the coal of Schuylkill County, was no less than \$7,106,000. If at this time (1832) an operator was able to ship five or six thousand tons annually he was regarded as doing a good business. In 1835 a number of slopes were sunk, and among them we find the one at St. Clair. The pioneers in this class of work were Henry C. Carey and Burd Patterson. On the 30th day of August, 1837, the first attempt to ship coal from Pottsville direct to New York was made by Colonel John M. Crossland. This shipment was made down the Schuylkill, Delaware, and Raritan Canals, but for some reason or other got no further than New Brunswick, where he sold out. But not being satisfied, the Colonel made the second attempt about the middle of October of the same year, which resulted in his successfully reaching New York. On his return he did not claim to have been around the world, but that he had seen a great deal. In 1838 the first coal company was incorporated by the state legislature, over the Governor's veto, under the name and title of "Offerman Mining Company." But for some reason, unknown to the writer, the charter never became operative.

The first iron ore that was smelted by anthracite coal was in the year 1839. It was about this time that the "Pioneer Furnace" at Pottsville was built, being the first anthracite furnace erected in the United States.

On January 31st, 1842, we already find one hundred and seventeen mines in operation, with a capital investment of \$17,526,000; thirty steam engines in use, twenty-two of which were made in the county; and seventeen thousand men, women and children dependent upon the coal industry.

The completion of the Philadelphia and Reading Railroad, at this time, was of paramount interest to the coal industry. It revolutionized the entire modus operandi of the coal trade. The greatest depth reached, up to this time, was one hundred and fifty-three feet perpendicularly below the level of the Schuylkill river. It was in the year 1844, that the first breaker was erected by Gideon Bast, at his colliery near Minersville. And it was not

long after, until this make of breaker was adopted and used throughout the entire coal region. The machinery was driven by a steam engine, and consisted of two or more cast iron rollers with projecting teeth, revolving toward each other, through which the coal passed, and from thence conducted into a revolving circular screen, which separated the different sizes, each dropping into a separate set of sheets, and from which, by the raising of gates, it was run into railway cars. Sufficient elevation was always secured so as to be able to run the coal through the breaker, and dump it directly into the cars, by gravity. Such is the general plan of our modern breaker, with perhaps here and there a slight modification by way of an improvement. With these modern appliances the operator is enabled to handle a thousand or more tons per day.

Having, thus far, taken a birds-eye view of the early history of that industry which is responsible for the existence of hundreds of flourishing towns to-day, we shall now turn our attention more directly toward those particular operations which are responsible for the existence of the borough of Frackville to-day.

#### ST. CLAIR COAL INDUSTRY.

As civilization with its accompanying industries approached, and passed over, this region from the south we naturally look in that direction to find the first operations in this great enterprise. And in doing so, we find that as early as 1828 a small drift was opened, by John Offerman and a Mr. Wheitroff, on a crop of the Mammoth vein, in a place known as "High Germany" at St. Clair. But the first regular coal operation begun here was on the Orchard vein, by John Pinkerton and Company, in 1830. This vein was so called because the drift was opened in an apple orchard. And it was from this colliery that the first coal was shipped from St. Clair. It was this same year (1830) that the Primrose vein was opened, also by Pinkerton and Company. This drift was opened near where the depot now stands. Later it passed through various hands, until 1843, when Alfred Lawton took charge, who was again followed by Frank Parvin, and he in turn by the land owners, after which it was abandoned.

John Holmes, a native of Dublin, Ireland, arrived in St. Clair in 1841. In 1846 he discovered the vein since bearing his

name. George W. McGinnis opened a drift on this vein, in the eastern part of the borough, with Holmes as superintendant. After operating for a time McGinnis sold out. It was then closed until 1872, when it was re-opened by Adam Jackson. In 1878 it came into possession of Joseph Atkinson, who operated it from that time on. This was called the St. Clair Colliery.

The Philadelphia and Reading Coal and Iron Company was incorporated during the year 1870, and, at the same time purchased seventy thousand acres of coal land. Thus came into existence one of the greatest organizations, for the production of coal, in this region.

In 1870, David Vipen opened a drift a short distance south of the St. Clair colliery, on the southern dip of this same vein. Thomas Bedford and Thomas Burke leased the coal, from the Philadelphia and Reading Coal and Iron Company, in 1876. They at once built a breaker, with a capacity of forty tons per day, at a cost of \$1,000.00. In 1878 Burke bought out Bedford's interest, and at once drove a new tunnel, seventy yards, three gangways, and six breasts, doing all the work with his own hands.

In 1830 the Mammoth vein was discovered by Isaac Beck. While he took out considerable coal, yet he made no regular opening. This coal was leased by John Pinkerton in 1835, who opened up two drifts and a slope. And by driving a tunnel sixty yards, he found the Skidmore vein. As much as one hundred thousand tons per year were shipped from this colliery.

Alfred Lawton leased the coal on the St. Clair tract in 1843, and at once began the erection of the St. Clair shaft. But before completing the work, he failed. In 1853 Enoch W. McGinnis leased the coal, and completed the shaft, which reached the Primrose at one hundred and twenty-two feet, and the mammoth at four hundred and twenty-eight feet. After operating it until 1864 it came into possession of the St. Clair Coal Company. This company only operated it for about two years, when it was taken charge of by John C. Northall in the year 1866. Between this time, and 1871 as much as one thousand tons per day were shipped. In this latter year the Philadelphia and Reading Coal and Iron Company bought the land and began operating. There were three breakers at this shaft, two of which were afterwards burned.

#### 1st—JOHN'S EAGLE COLLERY.

George Wagner having discovered a detached basin of coal,

took a three year prospective lease, bearing date of 1845. He opened a drift on the "Seven-feet" and sunk a shaft on the Mammoth vein. When this lease expired, William H. and Thomas Johns secured a twenty years' lease. From 1853 William H. Johns became sole proprietor, and continued operations to the end of the lease, when George W. Johns and brother took a fifteen year lease. In 1876 it produced ten thousand tons per month, and employed three hundred men and boys. There were three breakers at this colliery, one of which was the largest in the region at that time. As much as one hundred and thirty-eight thousand tons of coal were mined at this colliery in one year. It was burned down in May, 1878, but was since re-built. This was one of the most prosperous and profitable mines in the entire coal region. While it is true that these operations were very remotely responsible for the existence of Frackville, yet they gave a business impetus to this community that aided very materially in making the town a possibility.

#### **NEW CASTLE COAL INDUSTRY.**

As we consider this industry in the order in which its influence increases toward this end, we next come to contemplate the operations in and around New Castle. And in doing so we have:

##### **1st—EAST PINE KNOT COLLIERY.**

This colliery was opened as a drift in 1830 by John E. Offerman. It was at first known as the Greenberry mines. But was afterwards given its present name by Robert Adams, who began operating here in 1848. The annual output of this colliery was over one hundred thousand tons. Some years after it took fire, and therefore was drowned out.

##### **2nd—REPPLIER COLLIERY.**

Repplier colliery was opened, west of the railroad station, as a drift, by Nealy Brothers. About the year 1840 Joseph Lawton began operating, and named it the Mammoth Colliery, after the vein worked. In 1847 he started a slope and built a breaker, with a capacity of seven hundred and fifty tons per day. Lawton failed in 1850. It was then bought by George Repplier, whose name it has since borne. In 1862 Repplier united with him D. H. and John L. Geiger, and F. R. Morgan, as partners, who were former employees.

**3rd—ELLSWORTH COLLIERY.**

This colliery was opened on the Mammoth vein in 1873 by John R. Davis. Some time after this the breaker was burned, but immediately rebuilt, with a capacity of one hundred tons per day. Since the building of the second breaker, this colliery has produced over several hundred thousand tons of coal.

**MAHANOY VALLEY COAL INDUSTRY.**

We are now ready to scale the Broad Mountain, and pass, in our considerations of this great basin, on the north. And as we make this transition, we are approaching that industrial power, which has been the direct means of creating and establishing the borough of Frackville. The first operation, within that portion of Mahanoy Valley with which we are now concerned, that we shall consider is

**1st—GILBERTON COLLIERY.**

This colliery was opened by Kendrick and Tyson in the year 1862. The following year (1863) this company built a small breaker, and shipped the first coal from this section. In the Spring of 1864 the Gilberton Coal Company was organized, with James Sturgis as its first president. After operating for about ten years with the small breaker built by Kendrick and Tyson, a much larger and better equipped one was erected in 1872. The Gilberton Coal Company, after having operated for some time, failed, and this interest went into the hands of trustees. In March, 1879, it became the property of the Philadelphia and Reading Coal and Iron Company. About this time (1880), the coal in the vein operated, having been exhausted, it was idle, until tunnels were driven into new veins, when the work was resumed again. This colliery at that time employed about two hundred men and boys.

**2nd—DRAPER COLLIERY.**

We next come to the Draper Colliery, which was first opened as a drift by a Mr. Smith in 1863. Some time later it was sold to the Mammoth Vein Consolidated Coal Company. In 1869 the first slope was sunk, to a depth of four hundred feet. Not long after, this company reorganized as the Hickory Coal Company, with C. W. Draper as president, after whom it has been named. On the failure of this company in 1876, the colliery passed into the hands of trustees. It since became the property of Oliver Ditsop and H. L. Williams, who operated

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for a time, and then sold out to the Philadelphia and Reading Coal and Iron Company. The veins worked are the Mammoth and Primrose, at a vertical depth of over seven hundred feet. Two hundred and nine men and boys were employed at that time.

### 3rd—GILBERTON WATER SHAFT.

This shaft constitutes one of the objects of interest in connection with the mining industry. It was sunk some years ago, and has a depth of one thousand and seventy feet. The first superstructure was made of iron, which was destroyed, by being drawn over by the engine, on the morning of the 26th of March, 1902. It was, however, immediately replaced by a wooden structure, which was completed on April 20th, of the same year. This structure contains four large tanks, each with a capacity of two thousand four hundred gallons, hoisted by two five hundred horse power engines. Three mines are drained by this shaft, two at Gilberton, and the Draper. The greatest number of tanks hoisted in any one hour was one hundred and twenty-two, making a total of two hundred and ninety-two thousand eight hundred gallons drawn from these three collieries through the shaft in one hour. Nine men are employed in and around the shaft.

### 4th—BEAR RIDGE COLLIERY.

To this colliery there were two distinct and separate operations, originally known as Nos. 1 and 2. It was owned by Myers, McCreary and Company. No. 1 was opened in 1865 by Morris Robinson and Company. It was under the control of this company until 1870, when it was sold to the Bear Ridge Company, who had charge of it until 1879. No. 2 was opened by the Bear Ridge Coal Company in 1874. But quite some years before this, Stephen Girard had driven a tunnel one hundred and twenty-two yards, without any material results. From this time on there was nothing done here until 1873, when the Bear Ridge Coal Company drove the tunnel eighty yards farther and struck the Mammoth vein. The average output of this colliery was about one thousand tons per day.

### 5th—LAWRENCE COLLIERY.

This colliery was first opened during the year 1866. But very little was done until it was leased by Jacob S. Lawrence, F. C. Lawrence, Michael Merkel and Philip Mongold on January 1st, 1868. It was during this year that the first breaker and other buildings were erected. These breakers had a capacity

of about seven hundred and fifty tons per day. The workings extended from one and a half to two miles from the foot of the slope, which is some three hundred and thirty yards deep, and constitutes the north slope of the Broad Mountain. These workings embrace within their operations the Holmes, Mammoth, Skidmore, and Buck Mountain veins. The first coal shipped from this colliery was in November, 1868, and was consigned to Joseph C. Asher, of Philadelphia. The largest output in any one year was in 1888, when no less than one hundred and thirty-two thousand two hundred and thirty-nine tons were shipped to the markets. The number of men and boys employed both inside and outside, were four hundred and twenty. After Lawrence, Merkel and Company had operated for some years, they transferred their lease to Lawrence and Brown, who continued until their failure in 1892, when the colliery again became the property of the land owners, and has since been operated by the executors of the estate of P. W. Sheaffer, deceased. This mine was finally drowned out by the freshet of April, 1902, since which time it has remained idle.

There was no industry that did so much toward making the borough of Frackville a possibility, and added so much to its growth and prosperity, as did the Lawrence colliery. During the first five months of the year 1900, no less than fifty seven thousand nine hundred and fifty-two dollars and thirty-eight cents, net, were paid to the employes of this colliery, the largest portion of which, directly or indirectly, benefitted the borough of Frackville. Hence it was a great loss to this borough, when it was finally flooded to such an extent that further operations became an impossibility.

#### 6th—STANTON COLLIERY.

This colliery is located a short distance north of Maizeville, and was first opened by Miller, Hoch and Company, in 1870. But apparently never operated on a very large scale. A new breaker has been recently erected, and the future outlook of this colliery is quite encouraging. There are two slopes, sunk about eight hundred feet on a second lift. The vein worked is the Mammoth.

#### BROAD MOUNTAIN COLLIERY.

This is an entirely new interest, located about one half mile southeast of the borough of Frackville. Some years ago a slope was sunk here, and considerable work done, as well as large

sums of money spent, when it was abandoned and fell to ruins. Recently it was again taken hold of, and work begun November 11th, 1901. The first work done was to clean out the old slope, and build the breaker, all of which was completed by the beginning of February, 1903. The first coal run through the breaker, from the slope, was on February 9th of this year. The long delay in completing this work was due to the strike of 1902, which began on the 12th of May, and continued for five months. These workings will be known as the Broad Mountain Colliery, and operated by the Crystal Run Coal Company. Its main office will be in the Morris Building, Pottsville. The officers of the company are: President, A. J. Womelsdorf, Pottsville; Secretary and Treasurer, H. P. Womelsdorf, Pottsville; Vice President, and General Manager, John L. Williams, Frackville. The following being the directors: John L. Williams, Frackville; Thomas H. Williams, Mount Carmel; A. J. Womelsdorf, Pottsville; H. P. Womelsdorf, Pottsville.

The veins worked are the Mammoth, Skidmore and Buck Mountain. If everything turns out as is expected, when the colliery ships coal to its full capacity, the company hopes to be able to employ between three and four hundred men and boys. This property contains eleven thousand acres of virgin soil, the largest tract of its kind, at present, in the state of Pennsylvania. Hence if the Broad Mountain Colliery proves a financial success the future of the borough of Frackville is as bright as any town in the entire coal region. If the coal is in the ground, with the push, energy, and perseverance, coupled with the large experience of the present management, the citizens of this town can rest assured that it will be mined, and that in large quantities. But not only this; there being such a large territory upon which to operate, there is no telling what developments may take place, along this line in the future, to the great advantage of the borough of Frackville.

According to the most reliable authorities there still remains sufficient coal in the earth to meet all the demands of the human race for the next seven hundred years, at the present rate of consumption. But as the demand doubles every sixteen years, the last lump of coal will be mined about the year 2053.

It will doubtless be observed that with but two or three exceptions, we have confined ourselves to the early history of the coal industry; up to a certain time, and then dropped it. The

reason for this must be evident to all, as we are not writing a history of the coal industry, only in so far as it had to do with the starting and building up of the borough of Frackville.

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## CHAPTER V.

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### BOROUGH OF FRACKVILLE.

Prior to and during the year 1850 the territory now occupied by the Borough of Frackville all belonged to James C. Stephens, and was nothing but a "howling wilderness." The only building in this community at that time, was a sawmill, which stood over the pond west of the arch on North Lehigh Avenue. Daniel Frack, Sr., of St. Clair, having purchased one hundred and sixty-six acres of the land which a large portion of Frackville now occupies, converted this sawmill into a dwelling and hotel building. Into this building Mr. Frack moved, from St. Clair, in 1852, and here continued to live and conduct the hotel business from 1852 until 1861. During the latter year J. B. Nice took charge and kept the hotel but one year, when the Philadelphia and Reading Company bought the property and tore down the building. About this time a small building was erected at the head of Girard Plane in which Mrs. John B. Meredith, daughter of Daniel Frack, lived. In the year 1861 Mr. Frack laid off a part of his land into town lots, and at once opened up all the streets now in that portion of the borough. This tract includes all that portion of the present borough which lies east of the alley, running north and south, between Balliet and Nice streets, and was from the beginning known as Frackville.

On the 16th day of September, 1854, Samuel Haupt, of Pottsville, bought one hundred and eighty acres of land lying directly west of, and joining the Frack Estate, from James C. Stephens. This land was also yet in its primeval state, except one or two acres, which had been cleared off and cultivated as a garden and potato patch, and upon which there stood a small old house, with but one room down and one up stairs, and also a building that was intended to answer the purpose of a barn. To this place Samuel Haupt, with his five boys, Andrew G., David P., F. S., Samuel R., and later, John, came in 1854 and re-

mained until 1861, clearing off and cultivating the land. During this time, however, Mrs. Haupt remained in Pottsville, looking after the interests of the home there, and preparing food for the men in their yet wild mountain home. In the latter part of the year 1855 they began erecting the present house, which was completed in 1856. And four years later, 1859-'60, the large and commodious barn, as it now stands, was built. This is now known as the "Haupt Farm" or "Homestead." Having thus during these seven years, 1854-1861, not only brought considerable land under a state of cultivation, but erected large and comfortable buildings for both man and beasts. Samuel Haupt moved his entire possessions into his new home on the first day of April, 1861. It was in the summer of this year that Mr. Haupt laid out a portion of his land into town lots. This tract includes all that portion of the present borough lying west of the alley running north and south between Balliet and Nice streets. To this tract the owner first gave the name of Planeville. Some of the first deeds were made in this name. Nice and Centre streets, running north and south, and Pine, Spring, Washington and Frack streets, running east and west, were at once opened. The latter part of the year 1861 and the beginning of 1862 J. B. Nice erected a large house at the northern end of Nice street. This property now belongs to the Philadelphia and Reading Coal and Iron Company. The "Frack Homestead," on Balliet street, now occupied by Mrs. Meredith, was erected during the years 1861-'62, by Mr. Frack. The Frackville hotel, now kept by George Ernst, was built at the same time. The first store was started here by F. S. Haupt in the fall of 1865, and was kept in the small building on Pine, east of Nice street. A little later J. and J. Foeller, railroad contractors, started a small store in a little building standing on the southwest corner of the pond, west of the arch. In 1868 the third store was started by Price and Brother, on the northwest corner of Nice and Pine streets.

From the year 1865 to 1875 the development in this community had been very rapid. In these few short years it was changed from the most uninviting wilds of an unhabited mountain to one of the most desirable mountain villages in the State of Pennsylvania. So rapid had the growth, as well as the improvements, been during these years that incorporation had already become a favorite theme during the year 1874. About this time the name of the Haupt tract was changed from

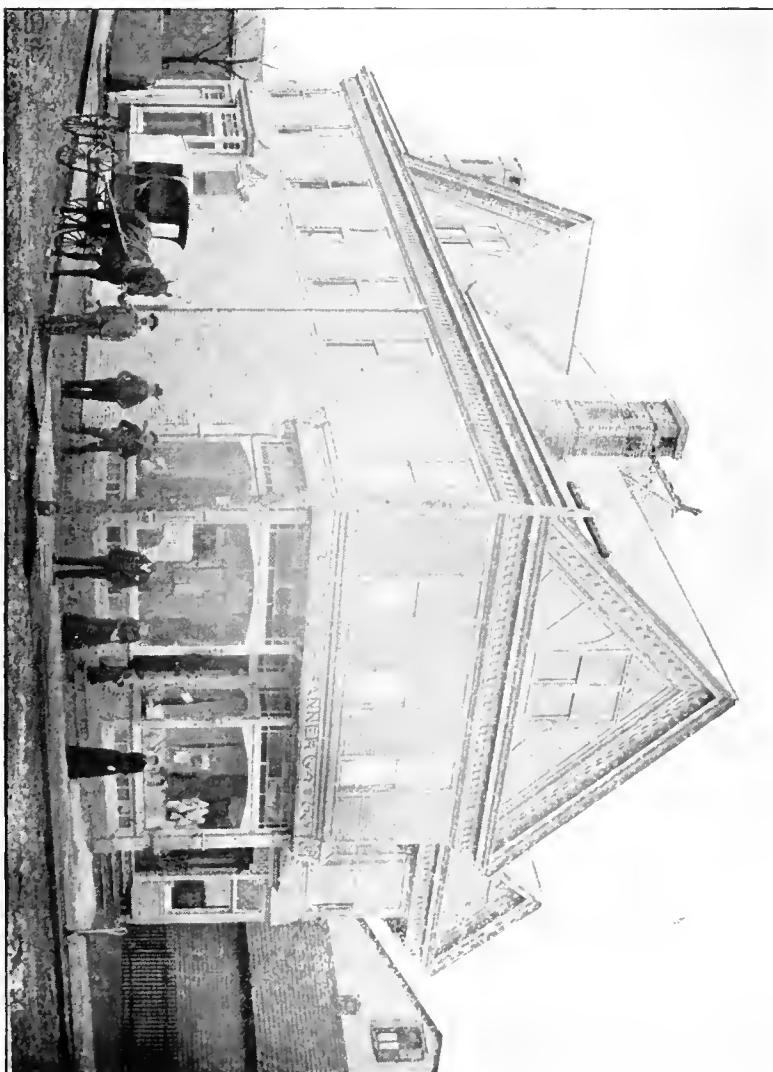
"Planeville" to "Mountain City," while the name of the portion owned by Daniel Frack continued to be Frackville. In view of the fact that the territory to be included within the newly incorporated borough was in two distinct tracts, each known by a different name, created quite a contest when it came to fixing the name for the new borough. The survey was made, and the



"Property and Business Place of A. S. Seaman"

plan drawn up, by John Haupt. The borough includes within its limits three hundred and sixty-six acres. It was finally decided that the "Mountain City" plan would be adopted for that of the borough, and that it would be christened Frackville. The charter was granted on the 10th day of April, 1876, and from

that day Frackville became an incorporated borough. The first election under the charter was held on the 25th day of May, 1876, when the following offices were filled: Chief Burgess, David P. Haupt. Members of Council, Henry Parton, A. Zone, Reuben Wagner, Robert McNealy, William E. Deisher and H. C. Wagner. Council met on June 3rd, when H. Parton was elected



President, and H. Wiederhold, Town Clerk. George D. Haughawout, of Ashland, was then chosen borough solicitor; J. D. Hadesty, Treasurer; Benjamin Christian, supervisor; F. J. Keffer, tax collector, and John Haupt, borough surveyor. From June 10th to August 14th, 1876, Council met every Saturday

evening at 7 o'clock. On the latter date it was decided to meet the first Monday evening of each month. All roads, lanes and alleys were, by ordinance, declared public highways on the 14th day of August, 1876. It was upon this date that the grade of Lehigh Avenue, between Frack and Arch streets, was adopted. During this year, 1876, a number of ordinances, were gradually drafted and adopted, so as to bring the control of the borough under a clearly defined system of government. April 2nd, 1877, the following changes in the borough offices went into effect, as the result of the spring election: Chief Burgess, Joseph Beatty; President of Council, Reuben Wagner; Town Clerk, William F. Payne; Supervisor, Peter Hoffman. The latter part of this same year a portion of Balliet street was graded. January 1st, 1878, W. F. Payne resigned as Town Clerk, and Otto Speidel was appointed to fill the unexpired term. On the 2nd day of April, 1878, David P. Haupt became Chief Burgess for the second time. John O'Halloran, President of Council; William J. Richards, Town Clerk; Peter Hoffman, Supervisor; George R. Kaercher, Borough Solicitor. The only change in the borough officers the following year, 1879, was that M. M. L'Velle was elected Solicitor. In the meantime, however, the borough had grown to such an extent that it became necessary to unite the eastern and western sides of the town with an overhead bridge. It was finally agreed that the bridge should be built on Oak street, and that if the borough would meet one thousand, four hundred and fifty-eight dollars of the expense, the Philadelphia and Reading Railroad Company would pay the balance. In order to provide the means necessary for the building of this bridge, on February 3rd, 1880, the Council issued bonds to the amount of one thousand, five hundred dollars. These bonds were taken by Bernard Dolan, of Ashland, at six per cent., paid semi-annually. Five of these bonds of one hundred dollars each, fell due October 1st, 1881; five more October, 1883, and the remaining five October, 1885. On April 5th, 1880, the following changes took place among the officers of the borough: Chief Burgess, P. Zimmerman; Town Clerk, Otto Speidel; Treasurer, John A. Lauck; Supervisor, Jacob Rodrian. Work was begun on the bridge about October 1st, 1880, and completed by the following March, 1881. The changes in the borough offices that went into effect April 4th, 1881, were: Chief Burgess, Jacob Rauch; President of Council, A. J. Rhoads; Treasurer, A. S. Seaman; Supervisor, George Dillman. A tax of two mills was at this time

assessed to meet the bonds issued for the building of the bridge as they would become due. In the meantime, however, considerable work having been done on the streets, and otherwise, the floating debt had increased to such an extent that on January 2nd, 1882, it was decided to issue coupon bonds to the amount of one thousand, six hundred dollars to meet this indebtedness. Hence sixteen bonds of one hundred dollars each, were issued, one of which became due on the 1st day of April of each year, beginning with April 1st, 1883, and the last one falling due April 1st, 1899. To meet these bonds an annual tax of two and one-half mills was assessed upon all taxable property. The only changes in the borough offices April 3rd, 1882, were: Chief Burgess, John M. Thomas, and Borough Solicitor, S. G. M. Hollopeter. April 3rd, 1883, J. B. Nice became Chief Burgess, and L. C. Anstock President of Council, the other officers remaining the same as last year. During the summer it became necessary to erect a fence on one side of the roads leading to Maizeville and Mahanoy Plane, and to make other improvements. In order to do this another loan of one thousand, five hundred dollars had to be made, which was effected July 2nd, 1883, by the issuing of fifteen bonds of one hundred dollars each, the first one falling due July 1st, 1884, and the last one July 1st, 1898. And in order to be able to meet these bonds as they became due, a tax of one and one-half mills was laid upon all taxable property. April 7th, 1884, William Taylor became President of Council; W. C. Richards, Town Clerk; William A. Marr, of Ashland, Borough Solicitor; John Harkins, Supervisor; and \_\_\_\_\_, Chief Burgess. While on March 2nd, 1885, Frederick Sanner entered upon the duties of Chief Burgess; Abraham Taylor, President of Council; William H. Keffer, Town Clerk. During the early part of the present summer, 1885, the Council erected a borough building, east of the railroad back of the engine house. The first story was provided with cells, to be used as the borough lock-up, while the second story was fitted up as the Council Chambers, &c. This building was completed and paid for July 2nd, 1885. On March 1st, 1886, all the officers of the previous year were re-elected with one exception. The southern portion of Broad Mountain Avenue was, by Council, authorized to be cut to grade, on the 25th of May, 1886. While on June 3rd of the same year, F. S. and John Haupt were awarded the contract to make Pine street to the profile of John Haupt for the sum of two hundred and twenty-five dollars. At

the same time John Haupt was authorized to make a profile of the following streets: Frack and Market to Centre, Baillet from Frack to Arch, Oak from Lehigh Avenue to Balliet, and Penn Alley from Spring to Arch Street. On June 19th, 1886, Council appointed a committee to ascertain from both the "Mountain



John K. Berk, M. D.

City" and the "Anthracite Water Companies" whether they would furnish the borough with water. After some negotiations the whole matter came to nothing. Beginning with July 1st, considerable work was done on Railroad Avenue, while in October, 1886, Balliet between Oak and Frack Streets was cut

down from twelve to fifteen inches, and a number of stumps removed from Lehigh Avenue. December 20th, 1886, Council decided that the grades of Market, Chestnut, Laurel, Spruce, Spring and Arch Streets should be taken from the level of the Philadelphia and Reading Railroad. At the organization of Council March 7th, 1887, the following persons were inducted into office: Chief Burgess, Thomas Irvin; President of Council, George Burchill; Town Clerk, Thomas Richards; Treasurer, Alex. Scott; Solicitor, William A. Marr, and Supervisor, John Harkins. On the evening of March 11th, 1887, the Keystone Hotel burned down. All property owners on Broad Mountain



C. A. Bleiler, M. D.

Avenue were, April 7th, ordered to put their sidewalks to the grade.

A Sanitary Committee was appointed by Council, on the 7th day of July, 1887, consisting of the following persons: John McBaron, Edward Bateman and George W. Ernest. At a meeting of Council held Sept. 19th, grades for the following streets were adopted: Pine, from Philadelphia and Reading Railroad to East borough line; Spring, from Philadelphia and Reading Railroad to East borough line; Frack, from Philadelphia and Reading Railroad to East borough line; Chestnut, from Philadelphia and Reading Railroad to East borough line; Arch, from Philadelphia and Reading Railroad to East Borough line; Balliet, from Arch to Laurel Street; and Lehigh Avenue the entire length from the southern to the northern borough line. March

5th, 1888, the following changes took place in the borough offices: Chief Burgess, Robert Coxon; President of Council, C. C. Wagner; Borough Solicitor, M. M. L'Velle; Supervisor, J. Rodrian, Sr. The town clock, in the high school building, was ordered by council, on August 2nd, from Green and Son, at a cost of six hundred dollars complete, except the bell. On January 3rd, 1889, the property holders on the following streets were ordered to have their sidewalks curbed and paved; Lehigh Avenue, between Pine and Chestnut Streets; Balliet, from Pine to Chestnut; including the cross streets, Spring, Frack, Oak, and Chestnut, between Lehigh Avenue and Balliet Street, all to be completed by July 1st, 1889. March 4th, of this year, J. Folk assumed the duties of Chief Burgess; Edward Bateman, President of Council; E. Breckons, Solicitor; John F. Harris, Supervisor; and Jacob Rodrian, Jr., Town Clerk; the other officers remaining the same as the year previous. Action was taken on the 4th day of April adopting a four foot crossing for all principal thoroughfares, and a three foot crossing for all other streets. Quite a number of sidewalks were curbed and paved during the year 1889.

On March 3rd, 1890, the following change took place: Chief Burgess, Daniel Kiefer; President of Council, George Burchill; H. S. Thompson having done considerable surveying during the early part of this year, the Council on the 3rd day of April, 1890, accepted the profile, and ordered the following streets graded: Nice, from the northern borough line to Frack Street; with the following cross streets between Nice and Balliet, Spring and Frack. The 1st day of May, of this same year, Railroad Avenue was ordered opened from Oak (at the bridge) to Chestnut Street. The grades of Washington and Spring Streets between Nice and Centre were adopted June 6th, 1890. On the 3rd day of July the Frackville and Gilberton Light, Heat, and Power Company were granted the privilege to erect poles and put up wires through the streets of the borough of Frackville. We find that on January 8th, 1891, the bonded indebtedness of the borough had reached four thousand, one hundred dollars. The only change which occurred in the borough offices, on March 2nd, 1891, was: Chief Burgess, William W. Wertz. On June 8th, the Council considered and adopted twenty-two ordinances for the better management of the borough. At the organization of the Council on March 7th, 1892, James Kelly became Chief Burgess; and Reuben Wagner, President of Council, while the other

officers remained the same as before. The financial committee was instructed on September 1st, 1892, to have the names of the streets painted on boards, and nailed on the corner houses at every street crossing. And the name of the Sanitary Committee was changed, on February 2nd, 1893, to the Board of Health. E. J. Douden became Chief Burgess March 6th, 1893, while the other changes were: John Dunlop, President of Council; and William W. Wertz, Supervisor. By action of Council the Financial Committee was at first constituted the Board of Health, which was afterwards changed so as to include the entire Council, in conjunction with the Chief Burgess. An ordinance was passed, June 1st, 1893, granting the Pennsylvania Telephone Company the right to occupy the streets with a sufficient number of poles and wires to conduct its business in the borough of Frackville. In this ordinance the Council reserved the right of making use of these poles at any time it might be necessary for fire alarm wires. The total valuation of the borough in the latter part of the year 1893 was three hundred and ninety-three thousand and six dollars, while the regular taxation was one thousand nine hundred and sixty-five dollars and three cents, of which amount one thousand one hundred and seventy-nine dollars and two cents was borough, and the remaining seven hundred and eighty-six dollars and one cent special taxes. The first regularly constituted Board of Health was appointed by Council January 9th, 1894. Those whom the President appointed were David Taggart, M. D., to serve five years; C. C. Wagner, four years; A. Berdanier, three years; Thomas M. Reed, two years; and Robert Frew, one year. No changes were made in the borough officers on March 5th, 1894, save that Samuel Winn was elected President of Council. During the early part of the year 1894, a number of ordinances were adopted looking toward the better government of the borough. On the evening of October 4th, 1894, Council decided to introduce electric light into the borough, and to secure ten arc lights, to be distributed as Council might determine. These lights to burn every night in the year from dusk to daylight. The contract to furnish these lights was given to the Frackville and Gilberton Light, Heat and Power Company, and on October 18th the agreement between the Council and Company was mutually accepted, and the proper officers authorized to sign the same. There was no change whatever in the personnel of

the borough officers, when Council was organized on the 4th day of March, 1895. During the months of May and June, of this year, Railroad and Broad Mountain Avenues were graded. And on September 3rd, an additional arc light was placed at the intersection of Lehigh Avenue and Arch Street, thus making, at this time, a total of eleven within the borough. The Schuylkill Telephone Company having asked for the right to erect poles and put up wires through the streets of the borongh, was granted that privilege on the evening of September 5th, 1895. At this



R. A. Reick, Attorney-at-Law

time the Chief Burgess, E. J. Dougan, resigned, and on the 7th day of the following November George W. Wagner was elected to serve to the end of the unexpired term. After the organization of Council on March 2nd, 1896, we find the following officers occupying their various positions: George W. Wagner, Chief Burgess; George Burchill, President of Council; J. Rodrian, Jr., Town Clerk; W. S. Sanner, Treasurer; William W. Wertz, Supervisor; and McHenry Wilhelm, Borough Solicitor. During the following June the northern end of Nice Stret was graded,

On the 4th day of February, 1897, Council entered into a contract with the Frackville and Gilberton Light, Heat and Power Company to furnish the borough with light for a period of five years. The only change which occurred among the borough officers on March 1st, 1897, were, Reuben Wagner, Chief Burgess; and John S. Thomas, president of Council.



Richard Francis Fennessy

During the month of May, 1897, an additional arc light was placed at the intersection of Railroad Avenue and Pine Street, and in June, of the same year, one at Nice and Oak Streets, thus making a total of thirteen arc lights in the borough of

Frackville at the present time. At a meeting of the Council held September 10th, 1897, twenty-five ordinances were reviewed and finally adopted. The old bridge at Oak Street having become unsafe, the Council on the 8th day of December accepted the offer of the Horsehead Bridge Company of Horsehead, New York, to replace the old structure with a new and improved Pin Bridge for the sum of one thousand six hundred and seventy-five dollars. The bridge was satisfactorily completed on February 11th, 1898. On March 7th, 1898, we note the following changes in the borougn offices: President of Council, John Dunlop; and Supervisor, William James. The latter part of this year (1898) the total valuation of the borough is three hundred and fifty-six thousand one hundred and forty-two dollars, with a total taxation of one thousand six hundred and two dollars and sixty-four cents. On the 6th day of March, 1899, we find the following men enter upon the duties of their respective offices: Reuben Wagner, Chief Burgess; John Panley, President of Council; J. F. Carr, Town Clerk; W. S. Sanner, Treasurer; McHenry Wilhelm, Borough Solicitor; William James, Supervisor. March 5th, 1900, the following changes took place: Chief Burgess, H. H. Price; President of Council, David Thomas; and Borough Solicitor, R. A. Reick. During the month of June of this year Nice between Frack and Oak Streets, was considerably improved. About this time, and later, several franchises were asked for by differeat parties granting them the privilege of operating their particular line of business in the borough of Frackville. Among these, on October 4th, 1900, an ordinance was adopted granting the Shenandoah and Pottsville Street Railway Company, its snecessors and assigns, the right to build and operate an electric railway on certain streets in the borough of Frackville. January 12th, 1901, Council took action submitting the question of increasing the borough debt over and above the two per centum of the assessed valuation allowed by law to the qualified electors of the borough, on Tuesday, February 19th, 1901, being the day of the regular spring election, the amount of said increase to be seven thousand dollars over and above the two per cent, allowed.

On March 4th, 1901, the following changes took place in the borough offices: President of Connel, Samuel Burchill. During the year Chief Burgess Price resigned, and Clayton Burchill was appointed, by the Court, to serve out the unexpired term. The only change that took place on March 3rd, 1902, was that George

W. Sebold became President of Council. The present borough officers, who entered upon their duties March 2nd, 1903, are: Chief Burgess, John Madara; President of Council, Samuel Moore; Town Clerk, J. F. Carr; Treasurer, Alex. Scott; Solicitor, R. A. Reick; Supervisor, William James; and Tax Collector, Daniel Breslin.

The borough of Frackville has to-day, 1903, a population of two thousand eight hundred inhabitants, and enjoys two weekly newspapers, one theatre, twenty-eight stores, fourteen hotels and saloons, one livery, one coal yard, one lumber yard, one undertaker, Milliners, Tailors, Bakers, Blacksmith shop, two Express Offices, Telegraph Offices, two railroads, electric light and water plant, three physicians, one lawyer, five resident clergy, twelve schools, seven churches, telephones, shirt factory, building and loan association, Board of Trade, seven lodges, a band and orchestra.

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## CHAPTER VI.

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### THE CHURCHES.

The most essential institution to the well-being of any community is pre-eminently the Church of Christ. It is that which infuses into every community spiritual tone and character, and so modifies the evil tendencies of mankind as to make it possible for men to dwell together in peace and unity. The church is the great unifier of all the diversified interests of human life. It holds out to each individual not only that which is of eternal interest to him, but at the same time, throws around him an atmosphere of security in the prosecution of his daily duty among men. The deeply rooted consciousness of the brotherhood of man, not only in the relation of one individual to another, but of each class to all other classes, is the offspring of the Christian church. To deprive a community of every vestige of the church's influence would, to say the least, make it intolerable to both man and beast. Not even the most Godless would wish to cast his lot in such a community. And therefore all men, regardless of their belief or unbelief in the church as the only depository of divine grace, recognize this important phase of its influence upon men. Hence one of the first interests to claim the attention of those who are concerned, is the establishment of the

Christian church in their midst. The necessity of this is shared in alike by the original land owner, and the prospective settler. So important a factor is the church in enhancing the purchasing price of real estate that every such land owner, with perhaps very rare exceptions, is glad to donate, in fee-simple, one or more of his best lots for this purpose. And so thoroughly is he convinced of its importance that in order to make it a permanent institution in the community he invariably places a clause in the deed which ever prevents its being used or sold for any other purpose. This being the principle upon which the early founders of the borough of Frackville acted, this town and community to-day enjoys the privileges and blessings of no less than seven churches. And we shall now proceed to consider the history of each one of these separately.

And first of all we shall chronicle some of the facts which enter into the history of that church which can trace its origin to the Reformation of the sixteenth century in Switzerland, at the head of which stood Huldreich Zwingli, a chaplain in the Protestant army of that country. This church was originally known as the "German Reformed Church in the United States". But as the years rolled round the language of their Fatherland was gradually superseded, until their services were almost universally rendered in the English language. Hence the name became misleading, and therefore, some years ago, by an action of the General Synod, the word German was dropped, and this Christian body has since been known as the "Reformed Church in the United States".

#### 1—ST. PETER'S REFORMED CHURCH.

This growing and influential denomination is very faithfully represented in the borough of Frackville by St. Peter's Reformed Church. The first services were held here, by the Rev. T. J. Bower, then located at St. Clair, in the spring of 1890. On the 29th day of July, 1890, Rev. Mr. Bower and a number of Reformed people assembled in the home of Franklin Brown, and after services organized themselves into a congregation. This organization was effected by the election of the Rev. T. J. Bower as missionary in charge; Jonathan and William Roeder as Elders; Lewis Miller, Adam Reed, Franklin Brown, and James Roeder, Deacons. In looking for a name by which this interest should be known in the community, it was decided to name it after that vigorous Apostle, St. Peter. Thus St. Peter's Reform-

ed Church with but eight communicants, started on its life's voyage.

A hall, on Frack Street, was at once rented in which they worshiped for almost two years. In August, 1890, the Sunday School was organized with twenty-eight members; the first officers, Lewis Miller, Superintendent; Jonathan Roeder, Secretary. And as every church soon learns that the women are an indispensable factor to the success of every phase of its work, this congregation at once marshalled its best forces to the front by organizing the Woman's Aid Society during the year 1890. It is to the credit of this Society that much of the success of the congregation is due. Early in the spring of 1892 a lot, fifty feet front by one hundred and fifty deep was bought from William Haupt, on the east side of south Nice street, upon which to erect a church building. On the 6th day of May of this same year (1892) ground was broken for the foundation of the new church. The wall having been completed within one month from the first beginning of the work, the corner stone was laid on June 5th, 1892. The ministers present on this occasion were the Revs. Robert O'Boyle, O. H. Strunk, A. R. Bartholomew, and the missionary, Rev. T. J. Bower. The sermon was preached by Rev. O'Boyle. So rapidly did the work of building the new church progress that by the latter part of October of this year the building was entirely completed. Hence the church was dedicated on the 30th day of October, 1892. The pastor, the Rev. T. J. Bower, was assisted on this happy occasion by the Revs. S. S. Kohler, O. H. Strunk and A. R. Bartholomew. The Rev. S. S. Kohler preached the sermon. The building when completed cost the congregation four thousand two hundred dollars. The Holy Communion was celebrated in the new church for the first time on November 5th, 1892, when no less than sixty-five partook of the Lord's Supper. It was during this year that the children were organized into a Mission Band, and have since done most effective work. So rapidly and substantially had this mission grown within the first two years of its organization that they were not only able to purchase a lot and build a church, not a chapel, during this time, but to provide for and call a pastor, and thus constitute themselves a regularly organized congregation. The Rev. T. J. Bower, of St. Clair, having organized the mission, and served them faithfully up to this time, was extended the call to become their pastor. Having accepted the call, the Rev. Mr. Bower moved to Frackville on the 21st day of October, 1892.

in the year 1897 a society of Christian Endeavor was organized. So well and complete was the church originally built, that the only improvements since necessary was the reseating of the infant room with chairs, in June, 1900; the replacing of the old bell, which had been cracked, by a new and larger one, of beautiful tone, in July, 1901; and the recarpeting of the church on the 23rd day of May, 1902.

During the twelve or thirteen years of its existence the congregation has continued to grow, until to-day it has a communicant membership of one hundred and forty-five, with the following as its present officers: Rev. T. J. Bower, Pastor; Samuel Endy, Francis Houser, George Miller, Elders; Charles Seitzinger, Charles Christ, William Wertz, Joseph Eiler, Harry Morgan, and William Hummel, deacons. The Sunday School was no less healthful and rapid in its growth, during these years, numbering at this time one hundred and fifty members. The present officers are: Superintendent, Samuel Endy; Assistant Superintendent, George Miller; Secretary, Sallie Steinbach; Treasurer, Mrs. Samuel Endy; Librarians, William Troutman and Bertha Hicks.

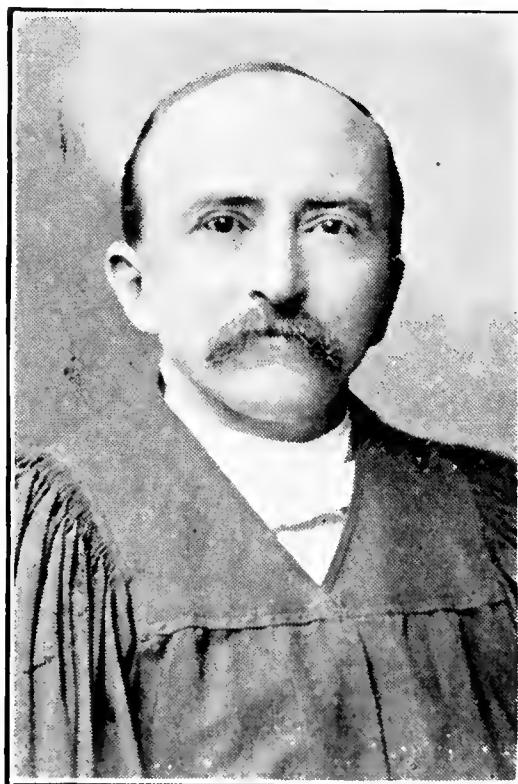
## 2—ZION'S EVANGELICAL LUTHERAN CHURCH.

We next come to speak of the Lutheran church. This church is the outgrowth of the German Reformation of the sixteenth century, and has ever borne the name of Luther, the prime factor in this great German movement. The first Lutheran settlement we find in this country, was in the city of New York as early as 1621. Although their growth in this country was at first slow, yet during the past sixty or more years their progress has been very rapid. So that to-day they stand third or fourth among the Protestant bodies as to size. This is one of the great denominations that seems most capable of meeting the spiritual wants of our German population. And the power which it exercises, for good, over this large class of our people is of inestimable value. And as the citizens of Frackville are, to a considerable number, made up of Germans and their descendants, it is perfectly natural that this Christian body should have an early representation in this community.

This representation we find in Zion's Evangelical Lutheran Church. The organization of this congregation was effected by the Rev. John Gruhler, then located at Shenandoah, Pa., under the auspices of the Lutheran Ministerium of Pennsylvania, in

the year 1872. The first officers were, Daniel Frack, Alexander Buck, Christian Reese, Carl Miller, Reuben Wagner, and Percival Zimmerman. Services were at that time held, by the Rev. Gruhler, in the small frame school house on the east side of North Nice street. Feeling the importance of fostering the spiritual interests of their children, a Sunday School was organized this same year (1872). It was the latter part of 1872, or the first part of 1873, that Daniel Frack, one of the pioneer land owners of this community, presented this newly organized congregation with a beautiful lot, fifty feet front by one hundred and fifty deep, centrally located, on South Lehigh Avenue. Walter Nice was given the contract for the building of the new church, which was begun during the year 1873 and completed in the following year (1874), when it was dedicated. The missionary, Rev. Gruhler, was assisted on this occasion, by the Revs. G. Hinterleitner and D. Sanner. During the year 1875 the Rev. John Gruhler resigned, as missionary, but was followed in the same year by the Rev. John Nicum. The Rev. Nicum was therefore the first pastor loci this congregation had, and remained such until the year 1878, when he resigned. From this time on, for a period of four years, this people were irregularly supplied with services by ministers residing at Mahanoy City, and Schuylkill Haven. But notwithstanding this fact the congregation and Sunday School continued to grow. In the year 1882 they called, as their pastor, the Rev. G. C. H. Haskarl. It was during this year that the parsonage on the east side of South Balliet street was purchased. After serving this people for about two years, the Rev. Haskarl resigned in 1884, which again left this flock without a shepherd. The Rev. W. C. L. Lauer became pastor in 1885, and served this people faithfully for four years, resigning in 1889. They were then without a pastor until the 30th day of November, 1890, when the Rev. H. T. Clymer, the present incumbent, having received and accepted a call, assumed the duties of this office. In the following year (1891) the Luther League was organized, which has ever since been doing most effective work. About this time, or a little later, it was learned that the church building was beginning to give way, owing to the fact that some of the timbers near the foundation had begun to decay. By the early part of 1894 it became very evident that the present church building must be replaced by a new one. Hence July 1st, 1894, Henry Haupt and Samuel Moyer, the contractors, began the work of removing the old building.

Having pushed the work very rapidly, the corner stone of the new church was laid on the 19th day of August, 1894. The pastor, Rev. H. T. Clymer, was assisted on this occasion by the Revs. John Gruhler, J. H. Umbenhoven, and D. Sauner. It was not, however, dedicated until October 20th, 1895. The ministers present at these services were, the pastor, Rev. H. T. Clymer, and Revs. F. J. F. Shantz, John Gruhler, and H. A. Weller. This church was erected at a cost of five thousand dollars. The



Rev. H. T. Clymer

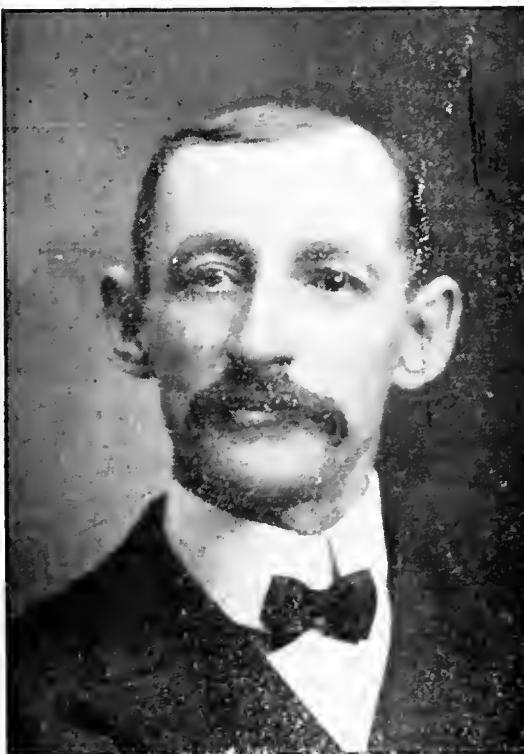
only improvement since made was the replacing of the old bell by a larger and better toned one.

During all these years this congregation continued to grow until its present communicant membership numbers no less than two hundred. There are still three sermons delivered each month in the German language. Its present officers are: Rev. H. T. Clymer, Pastor; C. C. Wagner, President; H. K. Reich, Secretary; F. A. Dietrich, Treasurer; and A. S. Seaman, C. C. Wagner, and Henry Grabey, Trustees. In the meantime the

Sunday School has been keeping steady pace with the growth of the congregation. The Sunday School, at present, numbers one hundred and seventy-five scholars. The officers at the present time are as follows: Rev. H. T. Clymer, Superintendent; C. C. Wagner, Assistant Superintendent; H. A. Wagner, Secretary; and Caroline Wagner, Treasurer.

### 3—TRINITY UNITED EVANGELICAL CHURCH.

Another important institution in the borough of Frackville is the United Evangelical Church. This denomination has its



Rev. W. J. Scheifley

origin from a movement made by Jacob Albright about the year 1796. Albright was originally a member of the Lutheran church, but later identified himself with the Methodist Episcopal church. In the year 1796 he began preaching, and in 1803 his followers ordained him to the office of the ministry. But as the Methodist Episcopal church made no effort among the German speaking people, and his labors were confined exclusively to this particularly class, they banded together and constituted them-

selves a separate denomination. In 1807 they elected Jacob Albright their first Bishop, and thus sailed forth into the world as a separate and independent denomination. They were first known as the "Albright People," but a few years after his death, which occurred in 1808, they adopted the name of "Evangelische Gemeinschaft von Nord Amerika," the "Evangelical Association of North America." As their labors were at first exclusively among the Germans, they are sometimes popularly called the "German Methodists." Their first general conference was held in Union County, Pennsylvania, in 1816. But in later years they began working among the English speaking people, and since that time their growth has been very rapid, so that there is scarcely a hamlet within the limits of this, and many other states, in which they are not represented either by an English or German congregation, or both. And their influence for good is felt in every community in which they are represented.

Just when this Christian denomination first began holding services in the borough of Frackville we could find no record. It was, however, in the spring of 1874, that the Trinity United Evangelical Congregation was organized with six members, by the Rev. G. H. Laury. At this time the above name was adopted by which this church has ever since been known in this community. The first Trustees elected were: William Antrim, John Kaley, Jacob Lechler, Aaron Ber. Daniels, and W. T. Rosier. About this time, the spring of 1874, they bought the frame church of the Methodists, on the west side of north Balliet Street. It was during the summer of 1874 that the Sunday School was organized with eighty members. As this is one of the denominations which practices the itinerant system, the change of pastor is more frequent than it would otherwise be. Hence we shall here give the names and dates of the changes of pastor.

- Rev. G. H. Laury, from March, 1874, to March, 1876.
- Rev. J. N. Metzger, from March, 1876, to March, 1879.
- Rev. L. N. Worman, from March, 1879, to March, 1882.
- Rev. J. R. Hensyl, from March, 1882, to March, 1884.
- Rev. N. A. Barr, from March, 1884, to March, 1885.
- Rev. J. M. Longsdorf, from March, 1885, to March, 1888.
- Rev. Stephen Buntz, from March, 1888, to March, 1889.
- Rev. F. D. Gery, from March, 1889, to March, 1890.
- Rev. E. H. Romig, from March, 1890, to March, 1893.
- Rev. W. H. Schuler, from March, 1893, to March, 1895.
- Rev. J. G. Boughter, from March 1895, to March, 1899.

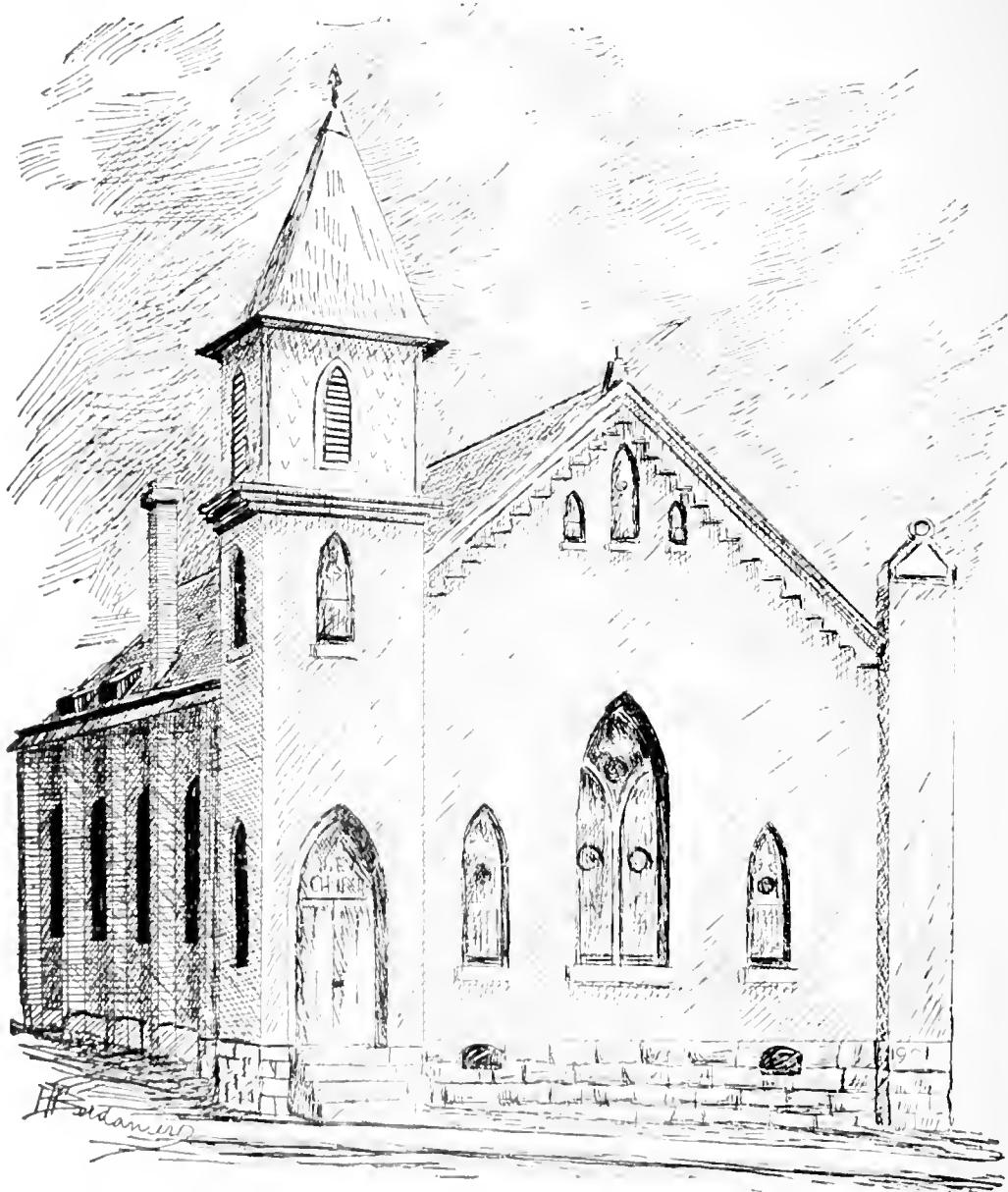
Rev. W. J. Scheifly, from March, 1899, to March, 1903.

Rev. S. W. Cooper, from March, 1903, to—

In the year 1885 the Ladies' Aid Society of this congregation was organized, under the pastorate of Rev. J. M. Longsdorf. The church building was remodeled in 1888, at a cost of three hundred and sixty dollars. The Senior Keystone League of the Society of Christian Endeavor was organized in the month of April, 1890. In the spring of 1901 the congregation bought the lot adjoining their present property on the north, from Mrs. Conwell, upon which to erect a new church. During the month of May, of this year, the Junior Keystone League of the Society of Christian Endeavor was organized. The erection of a new church having been agreed upon, the following persons were appointed the building committee: Rev. W. J. Scheifly, G. W. Sebold, C. Berger, J. J. Kehler, Harry Berkheiser, Harry Speidel and A. Kurtz. The contract for the new church building, which was to be brick, was awarded to D. M. Fruhafer. Ground was first broken in July 1901. The foundation having been completed the corner stone was laid September 22nd, 1901. Besides the pastor, Rev. W. J. Scheifly, those present on this occasion were the Revs. A. W. Warfel and D. F. Kreidler. The sermon was preached by the Rev. A. W. Warfel. In about four and one-half months after the laying of the corner stone the church was completed. The new church was, therefore, dedicated on the 9th day of February, 1902. This joyful occasion was participated in by Bishop W. M. Stanford and the pastor, Rev. W. J. Scheifly. Bishop Stanford preached the sermon. This beautiful and substantial church, as it now stands, was erected at a cost of nine thousand dollars. But besides this the frame building, which formerly occupied this lot, was moved to the rear of the old church building and so remodeled as to make a very cosy and comfortable dwelling; and a beautiful cement pavement was put down the whole length of the south side of the new church, all at an additional cost of seven hundred dollars. It is further contemplated to convert the old church into a parsonage during the coming summer.

During the twenty-nine years of its existence this congregation has grown from six to one hundred and fifteen members. Its present Trustees being: J. J. Kehler, President; Harry D. Berkheiser, Vice President; John W. Krecker, Secretary; William J. Miller, Treasurer; and F. S. Herb. The class leaders are: F. S. Herb, Richard Moll, J. J. Kehler, and Harry Speidel. At the

same time the Sunday School had grown from eighty to one hundred and eighty members, with the following as its present



Trinity United Evangelical Church

officers: J. J. Kehler, Superintendent; F. S. Herb, Assistant Superintendent; Harry Berkheiser, Secretary; John Krecker, Treasurer; and Ida M. Miller, Organist.

## 4—METHODIST EPISCOPAL CHURCH.

One of the strongest and most influential factors at work in the United States is what is known as Methodism. It derives its origin from that great religious movement inaugurated in England by John and Charles Wesley. It was already while these young men were students at the University of Oxford, that because of the regularity of their habits of study and mode of life, they were jestingly called Methodists. The influence of this movement was, however, neither stationary, nor temporary, but spread like wild-fire, the momentum of which is felt to this day. The first to come to America, who had been brought under its influence, were a number of German refugees, who left their Irish home in the Palatines of Court Mattress, Killiheen, and Balligarrane, and landed in the city of New York on the 10th day of August, 1760. Among them was Philip Embury, a class-leader, and local preacher. The first Methodist service was held in Embury's house, he himself being the preacher, in 1766. In 1770 a site on John Street, New York, was purchased, upon which the first Methodist Church in America was erected. Embury formed a class of seven in the city of Philadelphia in 1767, and in 1770 built St. George's Methodist church. It was in this church that the first conference was held, on the 11th day of July, 1773, there being ten members present. In 1784 Richard Whatecoat and Thomas Vasey were ordained Elders, and Thomas Coke, a presbyter of the Church of England, was set apart as the Bishop. These men arrived in New York November 3rd, 1784. At a conference held in the City of Baltimore, December 24th, 1784, the Methodist Episcopal Church was formed by the appointment of Coke and Embury as its first Bishops. From this time on the growth of this church has perhaps exceeded that of any of the other denominations. This large and influential denomination has a faithful representation in this community.

C. L. Chilson, formerly of Mainey Plane, was the first resident Methodist of this place. Through his influence a lot, on the west side of North Balliet street, was donated by Daniel Frack, upon which a frame church building was afterwards erected. But having passed through many vicissitudes, owing to the smallness of their membership, the property was finally sold to the Evangelical people. From this time on Methodism, in Frackville, existed for a few years only in a dormant condi-

tion. But through the earnest zeal and consecrated devotion of C. L. Chilson, the spark of Methodism, which had been smoldering for a number of years, was, in the year 1881, again fanned into a glowing flame. The year 1881 is, therefore, the starting point of the permanent establishment of Methodism in the borough of Frackville. The congregation at once assumed a more stable and permanent aspect. It was early in the spring of this year that the Rev. W. W. Wisegarver was placed in charge of this work, who at once appointed the following persons the first board of trustees: C. L. Chilson, Thomas T. Vaughn, William James, Richard Morgan, John E. Weiderhold, Morgan L. Griffiths and S. H. Kupp. Having in the meantime purchased the lot on the east side of South Balliet street, they at once began the erection of a new church building, at a cost of upwards of one thousand dollars. The church was completed and dedicated in the fall of 1881. Bishop Matthew Simpson and Presiding Elder Dr. William Swindells preached the sermons on this occasion. The Sunday School, which, up to this time, seemed almost a burden to its own existence, revived and took upon itself new life. In view of the great achievements of this year as compared to those of the past this was indeed a season of great rejoicing for Methodism in Frackville. From this time forth the congregation was regularly supplied with the following pastors: Revs. W. W. Wisegarver, T. T. Mutchler, John McQuaid, A. M. Vivian, James Sampson, R. C. Wood, Edward Townsend, J. J. Jones, S. C. Carter, C. E. Radcliff, Ephraim Potts, David Lord and the present incumbent, H. J. Illick. During all these years the various pastors were well supported not only by their official Board, but also by the Ladies' Aid Society, Epworth League, Junior Epworth League, Sunday School and all the individual members. So rapidly had this congregation grown that in the spring of 1901, under the leadership of Rev. David Lord, it became necessary to remodel and enlarge the old church building. The following building committee was accordingly appointed at that time: C. E. Harris, Charles Purnell, William Purnell, C. B. Philips, Thomas T. Vaughn, Henry Dingle, Charles Lawrence, Frank Meek, Edward Hincks, Samuel Berrett, Henry Pearce, William Oaks, David Taggart, M. D., Joseph Gough and the pastor, Rev. David Lord. As the congregation owned the lot on the northeast corner of Balliet and Oak streets it was decided that while they were remodeling and enlarging the church, they would at the same time build a

parsonage, and thus save the rent they were paying for a house. But to do all this would incur an expense of about five thousand dollars. And with a heroism that rarely finds an equal they set about raising the necessary funds. Sunday, May 26th, 1901, stands out prominently as the "Red Letter Day" in the history of this congregation. This is due to the fact that on this day the pastor, Rev. David Lord, assisted by the Rev. James Sampson and J. W. Powell, raised three thousand, seven hundred and sixty-nine dollars and fifty cents. This was accomplished by the issuing of bonds of the value of thirty-six dollars each, which were to be redeemed, with interest, within three years from date of sale. These bonds were sold to individuals, Sunday School classes, Ladies Aid Society, Epworth League, &c., to the above amount. And the work of remodeling and enlarging the church was at once begun. In the meantime the services of the congregation were held in the Park Theatre. On the 13th day of October, 1901, the cornerstone was laid. The pastor was assisted in these services by the Revs. J. Swindells, H. H. Kinney and O. E. Stogden. The work having been completed, the church was rededicated January 12th, 1902. This remodeling and enlarging of the church was done at a cost of upwards of four thousand dollars. Immediately upon the completion of the church, work was begun on the parsonage. But before its completion a change of pastors took place, the Rev. David Lord being succeeded by the Rev. H. J. Hlick. The parsonage was, however, ready to be occupied in the early part of the summer of 1902. This beautiful and comfortable building was erected at a cost of about one thousand, five hundred dollars. This congregation, therefore, owns property that is to-day worth about eight thousand, five hundred dollars. The present board of trustees is composed of the following members: C. B. Philips, Thomas T. Vaughn, C. E. Harris, Henry Dingle, Edward Hinks, Samuel Berrett, Charles Lawrence, C. C. Reik and Daniel Philips. But during all these years the congregation had a healthful and steady growth, so that its membership to-day numbers one hundred and thirty, with a Sunday School of one hundred and sixty-nine.

##### 5—THE CHURCH OF GOD.

We next come to consider what is known as "The Church of God." This denomination had its beginning in a movement inaugurated by Rev. John Winebrenner, a German Reformed

minister, in the year 1820. Hence these people are sometimes called Winebrennerians. Rev. Winebrenner was at this time pastor of four Reformed congregations, one of which was located in Harrisburg, Pa. A series of revivals were, at this time, inaugurated in his congregations, which excited considerable opposition on the part of the church to which he was amenable. In 1825 he and his followers separated from the Reformed Church. But it was not until the year 1829 that the first congregation called "The Church of God" was organized. The first Conference, or Annual Eldership, was held the following year, 1830, at which the distinguishing tenets of this newly formed denomination were clearly set forth. As the church grew, there finally came into existence a General, or Triennial, Eldership, which meets every three years. This body, as the name implies, represents the entire church, and is the highest judicial and legislative authority. It has control of the denominational activities and benevolences of the church. Its ministers are designated as Elders. The doctrines to which "The Church of God" adheres are those which are popularly known as purely evangelical. They emphasize the three ordinances, Baptism, the Lord's Supper, and feet-washing, as being perpetual and essential to the Christian life. Although "The Church of God" is one among the smaller denominations, yet it is steadily growing, and its influence for good is felt in every community in which it is located. In not a few of our cities do we find large and imposing churches.

The first service held in Frackville by this Christian people was in the month of December, 1897. This service was held by Rev. J. M. Fahl, of Auburn, in Kehler's hall. On the 2nd day of April, 1898, the congregation was organized with eleven members. The first officers were: Rev. J. M. Fahl, pastor; Franklin Jones, Elder; Charles Fetherolf and Franklin Mengel, Deacons; Franklin Fetherolf, Francis Mengel, and Franklin Jones, Trustees; George Stein, Secretary; Francis Mengel, Treasurer. Having purchased a lot, fifty by one hundred and fifty feet, from the Frack estate, on South Balliet Street, they first broke ground on Labor Day, 1901. The corner stone was laid on October 8th, 1901, when the Rev. M. A. Zyner preached the sermon. Having about completed the new building, the furniture was moved from Kehler's hall into the church, December 5th, 1901. Three days later, or on the 8th, the dedication took place, when the sermon

was preached by Rev. J. M. Fahl. This church was built at a cost of about one thousand seven hundred dollars.

The Sunday School was organized February 28th, 1898, with twenty-six members. The first officers were: John Mengel, Superintendent; Charles Mengel, Secretary; and Francis Mengel, Treasurer. There are at present thirty-five members in the school with the following as its officers: Robert H. Mengel, Superintendent; Riley Hopple, Secretary; Daniel Mengel, Treasurer; Ivy Mengel, Librarian; and Oscar Christ, Organist.

The Young People's Society of Christian Endeavor was organized April 2nd, 1898, with the following officers: Robert H. Mengel, President; Charles Fetherolf, Vice President; Mrs. Alfred Behney, Secretary; Mrs. Frances Mengel, Corresponding Secretary; Mrs. Franklin Fetherolf, Treasurer; and Lizzie Behney, Organist. At the time of organization there were thirteen members, while at present there are seventeen, with the following as its officers: Oscar Christ, President; Richard Kaup, Vice President; Robert H. Mengel, Secretary; Mrs. Franklin Fetherolf, Treasurer; and Robert H. Mengel, Organist.

This congregation has at present a membership of twenty, with the following as its officers: Rev. J. M. Fahl, of Auburn; and Rev. William Gangloff, of McKeanburg, Pastors; Robert H. Mengel and David Christ, Elders; Oscar Christ and Daniel Mengel, Deacons; Robert H. Mengel, Secretary; David Christ, Treasurer; and David Christ, Robert Mengel, Francis Mengel, Franklin Fetherolf, Samuel Morgan, Trustees.

#### 6—ST. JOSEPH'S ROMAN CATHOLIC CHURCH.

The Roman Catholic Church, popularly so called, is a branch of the one Holy, Catholic and Apostolic church, that can trace its lineage back to the days of the Apostles. The correct and full title of this Christian body is "The Holy, Catholic, Apostolic, and Roman Church." Its most distinguishing characteristic is its recognition of the Pope of Rome as the divinely appointed head of the church on earth. Her history is rich, most interesting and remarkable. She stretches in unbroken succession back to, and beyond the palmy days of heathen Rome, has outlived all the governments of Europe and will live when Macaulay's New Zealander, "in the midst of a vast solitude, shall take his stand on a broken arch of London Bridge to sketch the ruins of St. Paul's." Nor has any other church ever exercised greater influence over the masses than Romanism. No sooner had the

mass of emigration turned toward America, than the Dioceses of Seville and Rouen were enlarged, so as to bring within their jurisdiction this newly discovered continent. All the Spanish Colonial settlements were placed under the spiritual supervision of the Archbishops of Seville, and continued so until 1513 and



The Rev. Father J. A. Hogan

1519, when the suffragan Sees of Santo Domingo and Tlascala were respectively created. A little later Florida, and Spanish Louisiana, came under the control of the Bishop of Santiago de Cuba, where they remained until the creation of the See of Havana in 1787. And from the year 1674 until 1789 all the

French settlements from Maine on the north, to Louisiana on the south, were under the supervision of Bishop Laval of Quebec. While the British colonies were subject to the English Vicars until 1784, when Dr. Carrol was made Prefect Apostolic of the United States. In 1789 the See of Baltimore was created, when its jurisdiction extended to the whole of the Republic.

During the year 1793 a subdivision of jurisdiction in the church in the United States began by the placing of Louisiana and Florida under a separate Bishop. The important Sees of New York, Boston, Philadelphia, and Bardstown, Kentucky, were all erected in the year 1808. And thus Romanism continued expanding, by natural growth as well as by immigration, until to-day there is not a community, however small, in the United States, but that is under the jurisdiction of this church.

This Christian body is represented in Frackville by St. Joseph's Church, located on the east side of Broad Mountain Avenue. St. Joseph's Mission was at first started only as a Sunday School, and was constituted a part of the parish at Mahanoy Plane. But as the Sunday School grew the church membership increased until finally it was felt that it would be greatly to the advantage of the people of Frackville to have the services of the church in their own town. And with this end in view, the first mass was celebrated in Frackville on the Feast of the Assumption of the Blessed Virgin Mary, August 15th, 1893. A short time after this a meeting of the parishioners was held at which a committee of five, consisting of J. C. McGinnis, R. F. Fennesy, D. J. Kiefer, Charles Hillenbrand, and John D. Lawlor, were appointed to wait upon the Archbishop and secure, if possible, the regular services of the church in Frackville. In the spring of 1894 the east side school house, having been put up for sale by the school board, was purchased by the committee for three hundred and ninety dollars. This building was at once remodeled and converted into a comfortable church, at a cost of one thousand five hundred dollars. It was not, however, until in January, 1896, that the untiring efforts of this committee were crowned with success. At this time the Archbishop appointed the Rev. Charles Prendergast, just ordained and commissioned as Curate, to the Rev. John Loughran, at Mahanoy Plane, in charge of the work at Frackville. From this time forth, St. Joseph's Mission was regularly supplied with the services of the church. In June, 1897, there was a change of Priests at Mahanoy Plane, the Rev. James A. Hogan succeeding the Rev.

John Lougaran. The Rev. Prendergast continued as Curate for a time under Father Hogan, but was afterwards succeeded by



"The Grove" recently purchased by the Roman Catholic Church, and occupied by R. F. Fennessy, upon which a fine church will soon be erected

the Rev. James Dooley, who, like his predecessor, ministered to the spiritual interests of the people of Frackville. Under Father

Hogan the building, originally purchased and remodeled by the committee, became too small to accommodate the ever increasing membership, therefore an addition of thirty feet in length and twenty-six in width was erected to the building, with a gallery for the use of the choir. Hence the church at present is ninety feet deep by twenty-six in width, standing upon a lot fifty by one hundred and fifty feet.

The Sunday School was organized in the old public school house the first Sunday in Advent, 1870. Here they continued their sessions until a number of years later, when Houghton's Hall was rented and used for a time. The first superintendent was James Cowan. In September, 1883, John C. McGinnis was appointed to that office, and has continued to serve in that capacity to the present time. The school numbers to-day one hundred and twenty-one children and sixteen officers and teachers.

The Rosary and Altar Society was organized during the month of January, 1896, with Bernard Leddy, Prefect, and John D. Lawlor, Secretary, and had a membership of forty-five. This society has grown so that at the present time it has a membership of one hundred and fifty-six, with Miss Mary Huth as Prefect, and John C. McGinnis, Secretary.

Thus St. Joseph's Mission, under the spiritual supervision of Father Hogan, ably assisted by Father Dooley, has increased so that to-day it has a church membership of over six hundred souls, with a Sunday School of one hundred and thirty-seven, a Rosary and Altar Society numbering one hundred and fifty-six members.

#### 7—CHRIST EPISCOPAL CHURCH.

The next, and last, Christian body to claim our attention is Christ Episcopal Church. The Episcopal Church in the United States is a branch of the Holy, Catholic, Apostolic Church, being able to trace her history back through England, in unbroken succession, to the days of Christ and His Apostles. It is a well authenticated historical fact that Christianity was introduced into Britain either by St. Paul himself, or one of his disciples—Pudens, Linus and Claudia, all of whom were Britons. We find the British Bishops not only present, but taking a very prominent and active part, in the great Church Councils of Arles, A. D. 314, Nice, A. D. 325, Arimnum, A. D. 359. Therefore the Christian Church, with its Apostolic Ministry, Scriptures, Sacraments, and

Creed, existed in Britain long before the coming of St. Augustine, with his Monks, into the British Isles. But the Church of England, being a branch of the Holy Catholic Church, never suffered any foreign influence to completely deprive her of that rich inheritance bequeathed her by Christ Himself through His Apostles. One of her chief characteristics has ever been, that when error presents itself she has never yet failed to become, sooner or later, a protesting church. From this comes the misnomer in the title Protestant Episcopal. Thus the history of the Church of England rolled on for centuries, in varied sunlight and darkness, until the ascension of King Henry VIII. to the throne, when simony, bribery, false teaching, luxurious living, and greed of temporal power, had become so cumulative that the Godly and more spiritual element, including Archbishops, Bishops, Priests, Deacons, and Laity, arose as one body in protestation against these inroads of evil. Hence the Reformation was not brought about, as some suppose, by King Henry VIII. The movement of the Reformation was so strong that it carried him along with it, at first evidently against his will. The church, like the human body when diseased, can best be restored to its normal condition by curative processes from within. This left the church of England the same after the Reformation that it was before, save that it was now purified of the evils that had been accumulating for centuries. Thus under the reign of Kings Henry VIII. and Edward VI., and finally Queen Elizabeth the Church of England was restored to her ancient Catholic usages.

The first clergyman of the Church of England known to visit America was the Rev. Albert de Prato, who arrived at St. John's, New Foundland, August, 1527. In the year 1578 the Rev. Woolfall landed in the county of Warwick's Sound and celebrated the first English Communion on American soil. The first Baptism administered in the New World was by a Church of English clergyman to Manteo, an Indian chief, in the colony of Virginia, in the year 1587. And as early as August, 1607, the services of the Church of England were regularly celebrated by the Rev. Richard Seymour on the southern coast of Maine. In 1640 the first Episcopal church, in the United States, was organized and built at Portsmouth, New Hampshire, by the Rev. Richard Gibson. While in 1682 King's Chapel, Boston, and in 1693 Trinity Church, New York City, were duly organized. Thus the church continued to spread until May, 1784, when the first meeting for organization was held at New Brunswick, N. J. In

the meantime the Rev. Samuel Seabury, of Connecticut, was recommended for the office of Bishop, and was consecrated at Aberdeen, Scotland, November 1th, 1784, by Bishops Kilgour, Petrie, and Skinners. At the convention held in Philadelphia during the month of September, 1785, the "Proposed Book" was drawn up, and a constitution framed and adopted for the church henceforth to be known as "The Protestant Episcopal Church." On the 4th day of February, 1787, the Revs. William White, D. D., of Pennsylvania, and Samuel Provost, D. D., of New York, and on September 14th, 1790, the Rev. James Madison, D. D., of Virginia, were consecrated Bishops, by the Archbishop of Canterbury, assisted by the Archbishop of York, and the Bishops of Bath, Wells, and Peterborough, in the Chapel of Lambeth Palace, London. At the triennial convention held in September, 1789, the present Book of Common Prayer was adopted, and the church entered fully upon her career, under the leadership of Bishop White, who stood the acknowledged head of the church for a period of forty years.

This is the church of which Christ Episcopal Mission, Frackville, is an integral part. The first services were held here by George Rogers, a Lay Reader, from the Holy Apostles, St. Clair, in the early part of the year 1876. These services were held in a small building standing on the lot now owned by Cornelius Caulf, North Nice Street. In the meantime the small school house on North Nice Street was rented, and the first regular service celebrated, by the Rev. Daniel Washburn, of Ashland, December 25th, 1876. It was through the influence of Rev. Washburn that the present lot, on the east side of South Balliet Street, was donated to the Mission by Daniel Frack, Sr., some time during the year 1877. During this same year the Mission moved into the school building where the present High School now stands. Here they worshipped for a short time, when the Rev. Mr. Washburn resigned. The small building on North Nice Street, now occupied by Davis' drug store, was then rented in which the services were held for about ten years. The first service was held in this building the latter part of the year 1877, by the Rev. H. P. Chapman, of St. Clair, who was then placed in charge of the work here. On the 16th day of May, 1878, this Mission elected John Bateman and William Jones its first Wardens, and adopted the name of "Christ Church Mission." This Mission, at that time, numbered about six communicants and about the same number of baptized members. In the early

part of the summer of 1882, the Rev. Mr. Chapman resigned. In November, of this same year, the Rev. Charles A. Marks, also of St. Clair, was placed in charge. At this time the members of the mission began feeling the necessity of having a home of their own. Hence in the month of December, 1886, they began



"Rector's" owned and occupied by the Rev. Jonathan W. Miller

the erection of a small church building, twenty by forty feet, on the lot secured by Rev. Washburn, at a cost of about one thousand dollars. This building was completed the latter part of February, 1887. While this church was being built, services were held in the home of Robert C. Hunt, and Mrs. W. S. Sanner. The opening services were held March 6th, 1887, when the Bishop

of the Diocese, the Right Reverend Nelson S. Rulison, D. D., and the Rev. James F. Powers, D. D., of Trinity, Pottsville, and the Rector, the Rev. Marks, were present. The sermon was preached by the Bishop. Henry Moyer had charge of the work as contractor. In June, 1896, the Rev. Mr. Marks resigned, and the Rev. Paris B. Stauffer, his successor, took charge July of the same year. The Mission had by this time grown to such an extent that an enlargement of the building became necessary. It was decided that the addition should be a chancel and sanctuary, twenty by thirty-two feet, with a vestry ten feet square. The contract for this work was awarded to Henry Haupt. Work was begun in the month of January, 1897, and completed the latter part of the following summer, at a total cost of nine hundred dollars, including various donations to the amount of three hundred dollars. The first services were held in the newly enlarged church, June 27th, 1897, at which services the Missionary, the Rev. Stauffer, was assisted by the Rev. James F. Powers, D. D., the Rev. James B. May, and the Rev. Otho Brant, D. D. In March, 1899, the Rev. Paris B. Stauffer resigned as Missionary whereupon the Bishop of the Diocese, the Right Reverend Ethelbert Talbot, D. D., L. L. D., appointed Richard Whitehouse, a student in the Theological Seminary, New York City, in charge. Mr. Whitehouse began his work June, 1899, and continued for three months, when he again returned to his studies. Upon Mr. Whitehouse's leaving, the Rev. Otho Brant, D. D., of Mahanoy City, supplied this people with services until the present incumbent, the Rev. Jonathan W. Miller, assumed charge, by appointment of the Bishop, November 1st, 1899. The Rev. Miller was the first Rector loci Christ Church had.

The Sunday School was organized about the year 1876, with twelve members, John Bateman being the first Superintendent. A society of "The King's Daughters" was organized in the early history of this Mission, which was very active. It was this society that purchased the present church organ. But as "The King's Daughters" is not an integral part of the Episcopal church, it was on the 3rd day of April, 1891, reorganized into a Woman's Auxiliary. The first officers were: Mrs. W. S. Sanner, President; and Mrs. Louise Nice, Secretary. On January 8th, 1900, the Rector appointed the first Vestry Christ Church ever had, which was composed of the following persons: Norman L. Ranck, Senior Warden; Robert C. Haupt, Junior Warden; Clever M. Tiley, Secretary; George Fertig, Treasurer; John

Haupt, Samuel Williams, Owen Lawrence, John Eckersley, and Albert H. Berdanier, Vestrymen. The Parish Guild was organized January 6th, 1902, with the following officers: President, John Richards; Secretary, Mrs. John Richards; and Treasurer, Mrs. John Haupt.

During these years Christ Church Mission has grown from six communicants, and the same number of baptized members, to seventy-eight communicants, with sixty-eight baptized members, notwithstanding the many removals which the church has suffered. The present officers are: Jonathan W. Miller, Rector; Norman L. Ranck, Senior Warden; John E. Beddow, Junior Warden; Daniel H. Frack, Secretary; and Miss Elizabeth Scott, Treasurer. There is an Altar Guild composed of Misses Elizabeth Scott, Edna P. Miller, and Katharine Sanner. The Cross-bearer is Walter H. Pierce. While the Sunday School officers are: Norman L. Ranck, Superintendent; Miss Elizabeth Scott, Secretary; and Mrs. Thomas Beddow, Treasurer.

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## CHAPTER VII.

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### THE PUBLIC SCHOOLS.

Among all the institutions of this great Republic of ours, the Free Public School System stands next to the Christian Church in value and importance. In an enlightened age like ours it is unnecessary to argue the fact, so universally acknowledged that the very nature of man makes him susceptible to the slightest impressions. These impressions are constantly made upon him from a three-fold standpoint, physical, intellectual, and ethical. And as this threefold nature in man is at no time so sensitive, and the impressions made so lasting, as in infancy and childhood, therefore the importance of an education, during this formative period of life, that grows out of the True, the Beautiful, and the Good. The education that fails to recognize and supply, the demand of this threefold nature of human life will but end in the most disastrous failure. Hence what the nature of all the accumulated forces of matured life is, depends upon the kind of education each particular person received. An education, in the highest sense, is not, therefore, a cramming of the human intellect with the greatest possible number of facts. A walking encyclopedia may be the very acme of a fool, the

worst devil in the community, a being of the basest type. While a true education ever holds before itself, as the crowning glory of all its attainments, the unfolding of the highest manhood and womanhood in its threefold aspect of body, mind, and spirit. That this is the underlying principle of the entire public school system is evident from the fact that not only the laws of physical health are studied, but in many schools practiced, while at the same time the intellect is being filled with useful knowledge, and along with this the ethical side of human life is also receiving its proportionate attention. The hope of our future homes, nation, and church, depend upon the education the children of to-day are receiving. So that education becomes a matter of interest not only to parents, but to the public in general. As soon, therefore, as a community is established in which there are children the public interest is at once enlisted in providing the best possible means for their education. Scarcely had the first settlers been more than located in this community when a movement was set on foot that has since developed into a system of Public Schools that is not surpassed by any borough, of equal size, in the State of Pennsylvania.

The first school started, in what is now the borough of Frackville, was in the fall of 1861. It was held in a small building standing on the back part of the lot, now occupied by Cornelius Caulfe, at the north end of Nice Street. There were at that time but nine pupils, who were taught by Miss Sallie Gilbert. Early in the spring of 1862 Samuel Haupt, one of the pioneers of this community, donated a lot, on the east side of North Nice Street, to the school board of Mahanoy Township, of which the present borough was yet a part, for school purposes. Upon this lot the Board at once began the erection of the first frame school building, and which was completed and ready for occupancy in the early fall of the same summer, 1862. Hence in the fall of 1862 the public school opened its session in the first building of its own in this community. In the year 1868 the lot, one hundred by one hundred and fifty feet, on Frack Street, where the high school building now stands, was purchased by the school board from John Hadesy. A two-story, four-roomed, frame building was erected upon this lot. At its completion this community had two public school buildings, of its own, with a total of five rooms. During this time the number of children had increased to such an extent that it was deemed necessary to grade the schools. In 1870 the number of pupils had already in-

creased to seventy-four, and hence were divided into three grades. The teachers at this time were W. W. Wood, Ella Kaup, and Emma Jones. On the incorporation of the village into a borongh, in the year 1876, W. W. Wood was elected the first Principal of the public schools, and served from July 1st, 1876,

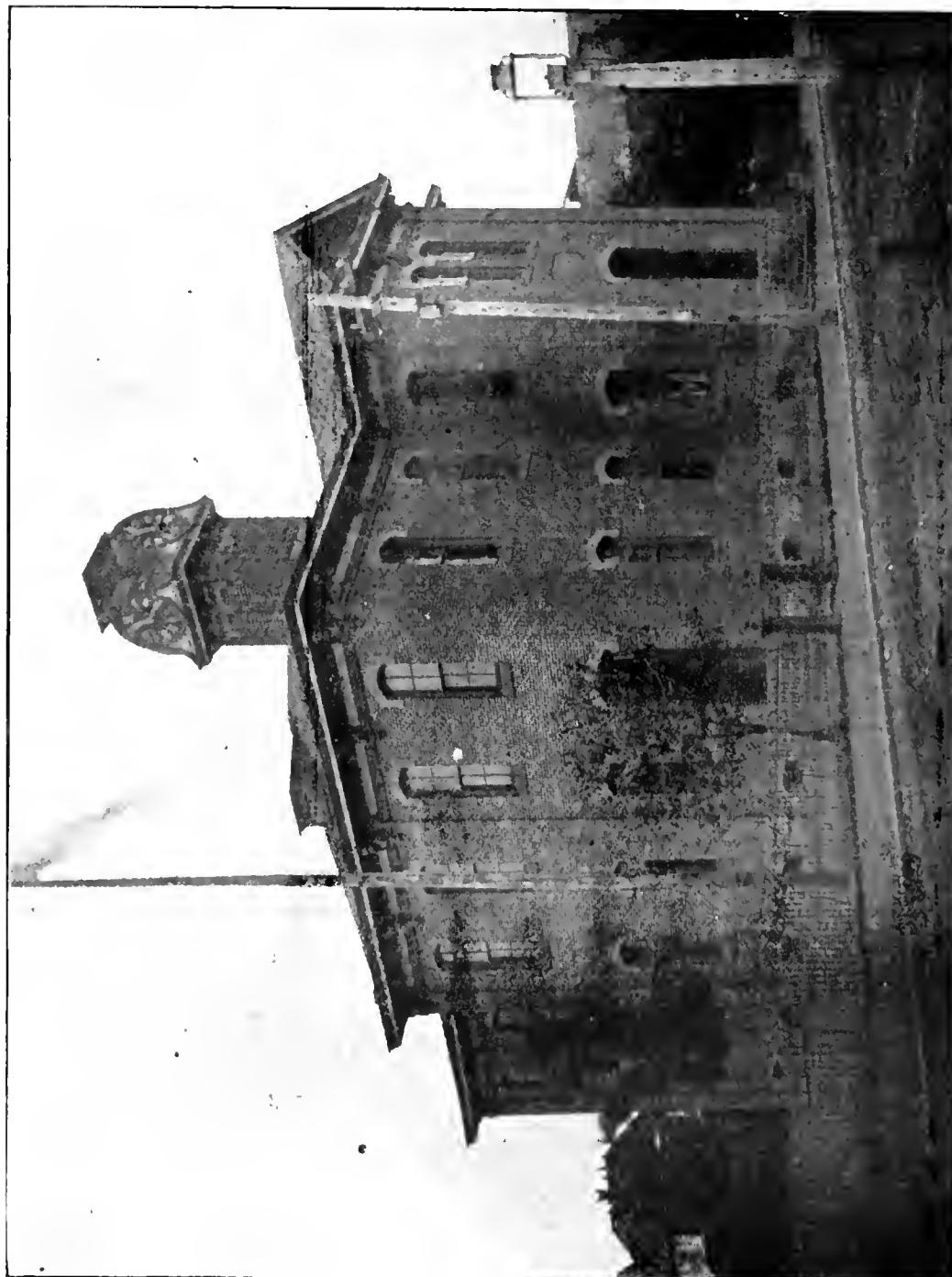


Prof. I. G. Miller, Principle

until August 23rd, 1880. During the early spring of 1879 the Board purchased, from Daniel Frack, the lot on the east side of Broad Mountain Avenue, at present the property of the Roman Catholic Church, upon which the first school house was erected, on the east side of the borough, in the summer of 1879. This

building was used for school purposes from the fall of 1879 until the year 1893, when it was bought by the Romans and converted into a church. By the year 1880 the number of pupils in the borough had grown to three hundred and eleven, hence it became necessary to increase the number of grades from three to five, with an equal number of teachers. The term of W. W. Wood, as Principal, having expired on the 23rd day of August, 1880, S. Shipman was elected his successor, and served until June 26th, 1882. The first Board of Directors, of which we could find any record, was in the year 1881, and was composed of the following members: Thomas Beddow, Thomas Philips, William Clifford, — Beatty, John Eckersley, and — Taylor. S. Shipman's term, as Principal, having expired on June 26th, 1882, and H. H. Brownmiller having been elected, served in that capacity until the 17th day of June, 1886.

During the following four years, from 1882 to 1886, the number of pupils within the borough had again outgrown the possibilities of the public school buildings. Hence it was decided, by the Board, to remove the two story frame structure on the southeast corner of Frack and Balliet Streets, and erect a more commodious brick building in its stead. It was, therefore, in 1886, that the Board, composed of David Taggart, M. D., Harry Evans, A. A. Seaman, William Wagner, Thomas Philips, and — Cowan, gave the contract for the erection of the present seven roomed high school building to Messrs. Call and Garst, of Reading. This commodious and well equipped building was completed and occupied the following year, 1887, at a cost of eleven thousand one hundred and fifteen dollars. The borough now owned three public school buildings, with a capacity of nine rooms. At this time H. D. Gise, a graduate of Millersville State Normal, became Principal and served from June 17th, 1886, to May 17th, 1888. He was succeeded in office by I. K. Witmer, also a State Normal School graduate, whose term expired on the 9th day of June, 1893. The year previous, or in 1892, the Board purchased the lot, one hundred by one hundred and fifty feet, on the southwest corner of Frack Street, and Broad Mountain Avenue, from Hadesty and Parfit. Upon this lot a two story, four roomed, frame building was erected the summer of 1893. The Board at this time was composed of C. A. Bleiler, M. D., Henry Dingle, Evan Thomas, Simon Moore, Richard Morgan, and H. D. Berkheiser. The contract for the erection of this building was given to P. J. O'Neil, but failing to carry out his part of the



High School Building

agreement it was completed by the Board at a cost of six thousand eight hundred and thirty-four dollars. In the meantime the Board offered the original school property, on Broad Mountain Avenue, for sale, which was purchased by the Roman Catholic Church. This gave the borough three school properties, the High School, the East Side Building, and the one on Nice Street, with a sum total of twelve rooms. I. K. Witmer, having about completed his term as Principal, the present incumbent, I. G. Miller, M. A., Ph. B., a graduate of both Kutztown and Millersville State Normal Schools, and also the classical department of Wesleyan University, was elected and has served from the 9th day of June, 1893, to the present time.

During all these years, up to the present, 1904, the internal has been keeping steady pace with the external growth. The standard of education has been gradually raised until to-day the average graduate of the High School can easily enter the senior class of any of the best Normal Schools in the state, and from which he can receive his diploma at the end of the year. For the past eight years no less than fifteen of our High School graduates have entered the senior class of one of the different Normal Schools in the state. And out of that number not one failed to graduate from that institution at the end of their first year. Besides these, five entered college, one the Sophomore and four the Freshman class, and did credit to themselves and the Public Schools of Frackville. At the present time, 1904, the borough of Frackville owns three public school properties, whose combined value is about twenty-one thousand four hundred and eighty-four dollars. These three buildings combined contain twelve large and well equipped rooms in which twelve teachers are engaged for nine months each year educating six hundred and forty-seven children. A library, of about five hundred volumes, is maintained by the High School for the use of its members, which is being gradually increased each year. The following are the present teachers:

Prof. I. G. Miller, M. A., Ph. B., Principal.

Miss M. Nettie Ranck, Assistant in High School.

Miss Lillian G. Beard, Grammar School.

William R. Troutman, Grammar School.

Miss Minnie D. Oakes, Sub Grammar.

Miss Barbara A. Leiser, Sub Grammar.

Miss Annie V. Curry, Secondary.

Miss Jane Dingle, Secondary.

Miss A. Renie Moyer, Secondary.

Miss Minnie Edwards, Primary.

Miss Lizzie Penna, Primary.

Miss Lettie D. Clark, Primary.

Miss Ethel Morgan, Substitute Teacher.

This entire institution is under the direction and supervision of the following Board of Directors: Alex. Scott, President; Maurice Heywood, Secretary; Henry Dingle, Edward Davis, Evan Thomas, and Edward Hinks.

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## CHAPTER VIII.

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### THE BOARD OF TRADE.

A borough or city is an organized community, covering a definite amount of territory, within the limits of which there are a greater or less number of individuals and families. And generally speaking no such community possesses the natural resources of support for its ever increasing number of citizens. Therefore it becomes the duty of every such community to provide, if possible, some industry which will give to its wage earning citizens profitable employment. But as this is a matter which touches the welfare of the community as a whole, and only effects the individual as it reaches him through the community, the responsibility of securing and, at least in a degree, controlling such industries rests with the community. For numerous reasons, however, which must be evident to all, it would be impossible for any community, as a whole, to act with any degree of satisfaction, upon such matters. Therefore this duty must be placed upon some person or persons, who speak and act not for themselves, but for the community. And as the duties and responsibilities of this work are too great to be entrusted in the hands of any one individual, however capable, a number of persons are organized and incorporated into a body known as the Board of Trade. This organization, therefore, having legal standing, speaks and acts with authority in all matters pertaining to the industrial interests of the community, over which it is given jurisdiction.

A number of the enterprising business men of Frackville, realizing the importance of having some such interests located in this community, banded themselves together, some years ago,

for the praiseworthy object of industrially improving the town, if possible. But as this was an informal body without any legal standing or authority, they were unable to accomplish anything more than to interest the community in the movement. This body, however, succeeded in increasing the interest to such an extent that on the evening of June 6th, 1899, a large number of the business men of the borough met in the store room of Thomas M. Reed to consider the advisability of regularly organizing a Board of Trade. H. K. Reich was chosen chairman and Thomas M. Reed, Secretary. After some discussion, it was agreed to at once enter into such an organization. Whereupon an election of directors was entered into, which resulted in the choice of the following persons: F. A. Dietrich, H. K. Reich, C. A. Bleiler, M. D., A. S. Seaman, W. S. Sanner, Samuel Winn, Thomas M. Reed, C. B. Philips, W. C. Wagner, C. C. Wagner, and David Taggart, M. D. The organization was then completed by the directors at once electing the following officers: H. K. Reich, President; Samuel Winn, Vice President; Thomas M. Reed, Secretary; and C. C. Wagner, Treasurer. The Treasurer and Secretary were each required to give bond, the former one thousand dollars, and the latter three hundred. The capital stock was fixed at five thousand dollars, to be issued in shares of five dollars each. It was then decided that the proper officer's secure a charter. In the early part of June, 1899, the Board purchased a lot, fifty by one hundred and fifty feet, on the South West corner of Balliet and Laurel Streets, from A. S. Seaman. On June 30th, of the same year, the directors entered into a contract with E. K. Becker, of Girardville, for the erection of a factory building, thirty by forty-five feet, two stories high, with an addition nine by eighteen feet, one story high. At the same time the following persons were appointed the building committee: C. A. Bleiler, M. D., Thomas M. Reed, F. A. Dietrich. The charter, which had been applied for, was granted on the 18th day of July, 1899. During the month of August a well was sunk, which was partly dug and partly bored, to a depth of one hundred and four feet, with an abundant supply of water. On the 18th day of October, 1899, the building was completed at a total cost of one thousand four hundred dollars. It was during this same month that the Board leased the building to Messrs. Sausser and Kern, of Schuylkill Haven, to be used as a shirt factory. After having fitted it up with the necessary machinery they used the building for nearly one year, when

they sub-leased it to C. F. Dyer, who continued the business only for a short time, when he left the town. In January, 1901, the Mervine Brothers, of Higgins, leased the building and occupied it as a shirt factory for but two months. From this time forth until October 1st, 1902, the building stood idle, when the Frackville Shirt Company took charge, fitted it up with thirty-five machines, and have since been running it to its full capacity. Besides the man, who is in charge of the work, there are at the present time thirty-four women and girls employed, some of whom make as much as seven dollars per week. Since the present parties have taken charge of the plant the future outlook is most encouraging. And as it may be the nucleus of still greater things along this line for Frackville, it should receive the generous support of the community.

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## CHAPTER IX.

### THE MOUNTAIN RESORT ASSOCIATION.

The natural features of the locality upon which the borough of Frackville stands are in many respects unique. So much is this the case that for some years back traveling men, and visitors would speak of the great natural advantages Frackville possesses for a Mountain Resort. And not a few of the citizens of the borough have, at different times, spoken and written upon the subject. In the columns of the Schuylkill Valley Industrial Journal, published in Pottsville, we find as early as April 17th, 1880, these words: "As a summer resort, Frackville offers the very best of pure air and water, and situated on the top of Broad Mountain, is notably pleasant and picturesque." So that the thought is not a fad of some recent enthusiast, but one which the natural features themselves have ever suggested to the mind of those who are capable of seeing the beautiful in the world of nature. And in order to ascertain what might be done along this line, the following citizens assembled in the store room of Thomas M. Reed, on the evening of March 28th, 1900: W. S. Sanner, Daniel Coleman, F. A. Dietrich, D. P. Haupt, N. L. Ranck, Alex. Scott, Calvin B. Philips, Joseph J. Kehler, John Haupt, A. S. Seaman, John Eckersley, F. S. Haupt, Charles Hillenbrand, Thomas M. Reed, and Rev. Jonathan W. Miller. After a full statement of the object of the meeting had been

made by the Rev. Miller, they at once entered upon an organization by the election of W. S. Sanner, President; Thomas M. Reed, Secretary; and D. P. Haupt, Treasurer. On the evening of April 30th, 1900, an advertising committee, consisting of Rev. Jonathan W. Miller, Daniel Coleman, and Robert C. Hunt, was

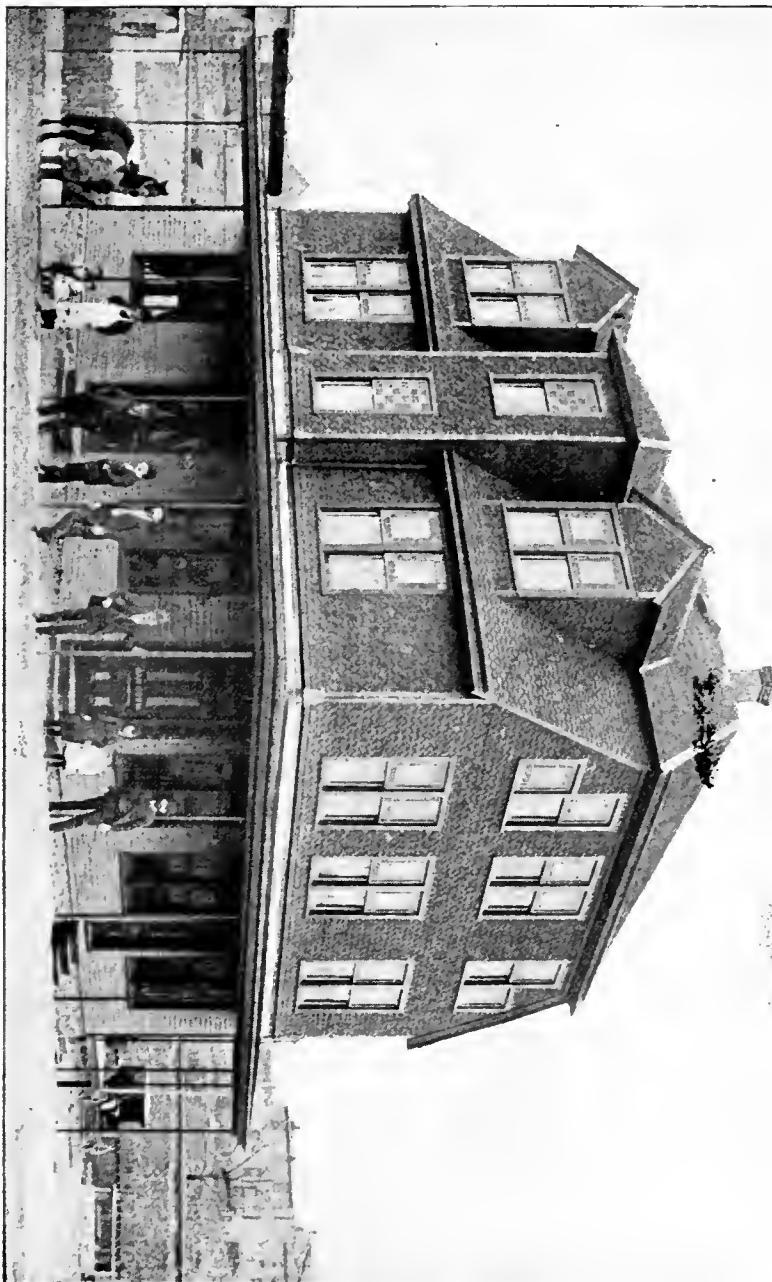


"Hotel Hillanbrand," Charles Hillanbrand, Proprietor

appointed. An advertisement of fifteen lines was ordered placed in the Philadelphia Press and the Philadelphia Inquirer, to appear in the Sunday issues of each of these papers during the month of May, 1900. One thousand copies of an illustrated, thirty-two-page booklet, written by Rev. Miller, descriptive of

Frackville, was published by A. J. Milliette Co., of Camden, N. J. On the 13th day of July, 1901, the Rev. Jonathan W. Milder and Norman L. Ranck secured the lot on the southeast corner of Frack and Nice streets, from John Haupt, for a Lawn Tennis Court. This lot, after being properly graded and marked off by a number of the young men of the town, was used for that purpose the remainder of the season. September 14th, 1900, a number of the ladies of the borough organized themselves into a Woman's Branch of the Mountain Resort Association, by the election of Mrs. J. C. McGinnis, President; Mrs. J. W. Miller, Secretary; and Mrs. Charles Hillanbrand, Treasurer. The ladies of the Woman's Branch of the Mountain Resort Association did a most efficient and praiseworthy work, both by way of raising funds to meet the expenses of the Association, and in creating an interest in this enterprise. Early in the fall of 1900 the Rev. J. E. Johnson, of Philadelphia, wrote to the Association, making inquiry as to the adaptability of Frackville for a Mountain Resort. The Rev. Mr. Johnson owned, and successfully conducted, a resort in the White Mountains, New Hampshire, for about twelve years. So successful was he in this particular line of business, that at the end of this time his patronage had outgrown the possibilities of the place. And having an opportunity of disposing of his property, he sold out, with a view of locating in the same business, somewhere within easy access of his home in Philadelphia. Whereupon the Association at once sent him a cordial invitation to visit Frackville, which he accordingly did on November 10th, 1900. Remaining from Saturday until the following Tuesday he met the members of the Association on Monday evening, the 12th, and explained to them both the advantages and disadvantages Frackville would present as a Mountain Resort. Among the many things which he said was, "that as the advantages far outnumber the disadvantages, there is a bright future for Frackville, along this line." Having concluded his remarks, Rev. Johnson made the following proposition, that he would locate here, build a summer hotel costing about twenty thousand dollars, put up a number of small portable cottages in different places on the grounds, and then bring his patronage with him, provided the land could be bought at a very low figure, and the same be beautified and kept in order either by the borough, or some of her citizens. The location selected, as the most suitable for the purpose, was the high ground above the reservoir west of town. Toward this the land

owners offered the following inducements: F. S. Haupt agreed to deed over to Rev. Johnson, and his successors, nine acres, in



"Westminster Hotel," John Stone, Proprietor

fee simple, to be used only for this purpose, while D. P. Haupt offered twenty acres, lying west of this, on the same conditions. But between these two tracts lay a bare strip of thirty-three

acres owned by a Mrs. Barlow, which was offered for six hundred and sixty dollars. Thus making a total of sixty-two acres, to be used only for a summer hotel and small cottages, at a cost of six hundred and sixty dollars, all of which would have been accepted, and the work pushed to completion, had it not been



"Eisenhuth Lake"

discovered, at the very last moment, that Frackville is not free from Hay Fever. Hence, so far as the Rev. J. E. Johnson was concerned, all the hopes of the Association, wrought up to the very verge of realizing something tangible, were dashed to pieces. But not being dismayed at this sudden and unexpected turn of events, the Association still having some money in their

Treasury, continues intact, ready to aid in any enterprise that will improve the condition of the borough of Frackville.

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## CHAPTER X.

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### THE WATER PLANT.

There is nothing quite so essential to the well-being of a borough as water. And the purer and more abundant such a supply is, the better for every citizen, residing in the community. This water, in order to serve all the varied demands of the community, must be brought under such control that it can be conveyed to where it may be needed, either temporarily or permanently. Hence neither springs, streams, wells, nor cisterns, however pure and abundant the supply may be, will meet all the demands of a thickly settled community. The only means, therefore, by which this demand can be satisfactorily met, is by a well equipped water plant, with an abundant supply of pure water, under sufficient pressure to carry it wherever it might be needed.

On the 1st day of March, 1882, Francis S. and John Haupt began the construction of the plant that supplied the borough of Frackville with water for within a few months of twenty years. Upon that day ground was broken for the reservoir, on a tract of land, owned by F. S. Haupt, lying northwest of town, at an elevation of one hundred and fifty feet above its source of supply. After the completion of the reservoir the trenches were dug and the pipe line laid from the reservoir to the Little Mahanoy Creek on the Haupt farm. There a large pump, with a capacity of three hundred gallons per minute, was located. From the reservoir a pipe line was extended down John street to Nice, and down Nice to Pine. This was the limit of construction during the first year, 1882. The first water was pumped into the reservoir on July 1st, of this year, and supplied to about fifty consumers.

Whilst the first intention of F. S. and John Haupt, in the construction of this plant, was to supply their own properties with water, yet it was, at the same time, intended that in case any other families should desire the water, they would be willing to meet this demand. This demand had sufficiently increased during the following year, that a company was duly organized with

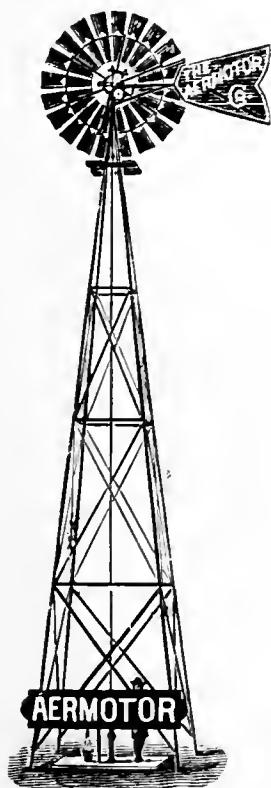
a capital of twenty thousand dollars, and an application made to the Governor of the State of Pennsylvania for a charter on the 24th day of March, 1883. The stockholders, and the number of shares held by each, were as follows: Francis S. Haupt, nine hundred and eighty; John Haupt, five; Samuel R. Haupt, five;



J. J. Kehler, Sr., Proprietor

William Haupt, five; and Henry Haupt, five shares. This organization was incorporated under the name of "The Mountain City Water Company," and was required by said act of incorporation to supply the borough of Frackville with water for all domestic purposes. The charter, which was granted on the

7th day of April, 1883, made "The Mountain City Water Company" a perpetual institution. And from this time on the pipe line was, year by year, extended in order to meet the ever increasing demand of the public, until finally all of the following streets were laid with four inch pipes: Stephens, Pine, Second, Centre, John, Nice, Frack, Balliet, Spring, and Lehigh Avenue. Thus "The Mountain City Water Company" continued operating under the charter until 1889, when, by mutual consent of the stockholders, the charter was allowed to become inoperative. In the meantime work was begun preparatory to the changing of the source of supply from the Little Mahanoy Creek to Artesian wells. Four of these wells were bored, three on one lot eighty-two by one hundred and fifty feet on the east side of West Pine Street. These wells are from twenty to one hundred feet in depth. The water is pumped from them by a Cook Steam pump, and three Aermotor Wind pumps, and by them the water is forced through the pipes to the consumer, while the surplus water backs up into the reservoir. The capacity of the steam pump is from fifty to sixty gallons per minute, while that of each of the Aermotors is from thirty to forty gallons per minute. On the 1st day of August, 1890, this work was all completed and the pumps started. The consumers at this time numbered one hundred, which later on increased to one hundred and sixty. From this plant thus equipped Messrs. F. S. and John Haupt continued supplying the citizens of the borough with water until the month of February, 1902, from which time the plant stood idle for more than a year.



Early in the spring of 1901 William Volkhardt, the chief stockholder and representative of a New York Water Company, visited Frackville and offered to purchase the Haupt plant with a view of both improving and enlarging it, and distributing thirty or more fire hydrants

through the borough, provided the borough pay twelve hundred dollars per year for fire protection. This Company was fully

organized and chartered under the name of "The Frackville Water Company." On the 12th day of August, 1901, a proposed Ordinance was submitted, by Mr. Volkhardt, and considerably over a year spent in negotiations, when the whole matter was dropped.

In the early part of the summer of 1902 another effort was put forth, when a public meeting of the citizens was held, at which it was decided to organize, if possible, a water company whose stockholders were all citizens of Frackville. A few months later such a company was formed by the election of W. C. Wagner, President; C. A. Bleiler, M. D., Secretary; and John Thomas, Treasurer. This newly organized company was chartered under the name of "The Citizens' Water Company". Late in the fall of 1902 this company bored an Artesian well on the electric Light property, in which they placed a pump. But being unable to dispose of a sufficient amount of stock, and the council and company not being able to agree upon an ordinance, they were unable to accomplish anything further.

In the month of March, 1903, the Haupt plant was sold to J. J. Kehler, who has since been operating it.



## CHAPTER XI.

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### THE ELECTRIC LIGHT PLANT.

It had for some time been felt by a large number of the citizens of Frackville that the time had come when the borough should have its streets lighted with something better than the old, antiquated, gasoline lamp distributed here and there over the town. With this end in view a public meeting was held in Burchill's Hall in the month of November, 1899. After thoroughly discussing the subject it was decided to at once attempt the organization of an Electric Light Company for the purpose of supplying the borough of Frackville, and surrounding towns, with light. This organization was effected by the election of the following directors: Simon Moore, C. A. Bleiler, M. D., D.

P. Haupt, J. E. McKeon, John Dunlop, George Burchill, David Taggart, M. D., L. C. Anstock, and George Fulmer. Whereupon these directors elected D. P. Haupt, President; J. E. McKeon, Secretary; Charles C. Wagner, Treasurer; L. C. Anstock, Superintendent. It was decided that the full title of this organization shall be "The Frackville and Gilberton Light, Heat, and Power Company," and to be capitalized at forty thousand dollars. From the time of the organization up until about the middle of the following year there was very little done, save to get the company itself in such a condition that would enable it to go ahead with the work. In the meantime application had been made to the state authorities for a charter, which was granted



Electric Light Plant

August 25th, 1890. The charter grants the company the right to furnish light, heat, and power to Frackville and adjacent towns. Another year had almost rolled by before anything tangible was accomplished. On the 14th day of July, 1891, the lots on the corner of Railroad Avenue and Arch street, ninety-eight by two hundred feet, were bought from Daniel Frack, Sr. It was then decided to erect a one story frame building, forty-five by eighty feet in size. E. K. Becker, of Girardville, was given the contract, who at once began the work, and completed the building during the month of November, 1891, at a cost of one thousand five hundred dollars. On its completion the building was fitted up with

the following machinery: one engine of one hundred and twenty-five horsepower; one fifty light arc dynamo, thousand candle-power; one alternating, six hundred and fifty light, incandescent dynamo; and many other fixtures necessary to equip the plant. In order to supply the plant with water a well was partly dug and partly bored to a depth of seventy-two feet, which has ever since given an abundant supply. In the month of December, 1891, the Company received the contract to furnish light to the borough of Gilberton, including the three wards—Mahanoy Plane, Maizeville, and Gilberton. After considerable negotiations with the borough council, on the evening of October 4th, 1894, the Company was granted the privilege of furnishing the borough of Frackville with ten arc lights, at one hundred and eight dollar per year, to burn all night, and to be distributed over the town as the council might determine. The poles and wires having been put up, the streets of Frackville were lighted up for the first time in the month of November, 1894. June 8th, 1895, an additional light was ordered placed at the crossing of Lehigh Avenue and Arch Street, but was not ready for use until three months later. Having received the contract to light the borough of Girardville in 1896, an enlargement of the plant became a necessity. Hence in December, 1896, a wing, twenty by forty feet, was added to the original building. Upon the completion of the wing the inside equipment was enlarged by the addition of another fifty light arc dynamo, two thousand candle power, and an alternating, fifteen hundred incandescent dynamo. During the month of May, 1897, an additional light was placed at the intersection of Railroad Avenue and Pine Street, and in June of the same year one at Nice and Oak streets. Thus the borough of Frackville has a total of thirteen arc lights at the present time.

There are eighty-seven arc lights on the system, while the plant is capable of supplying one hundred. The Thompson and Houston make of arc light is the one in use.

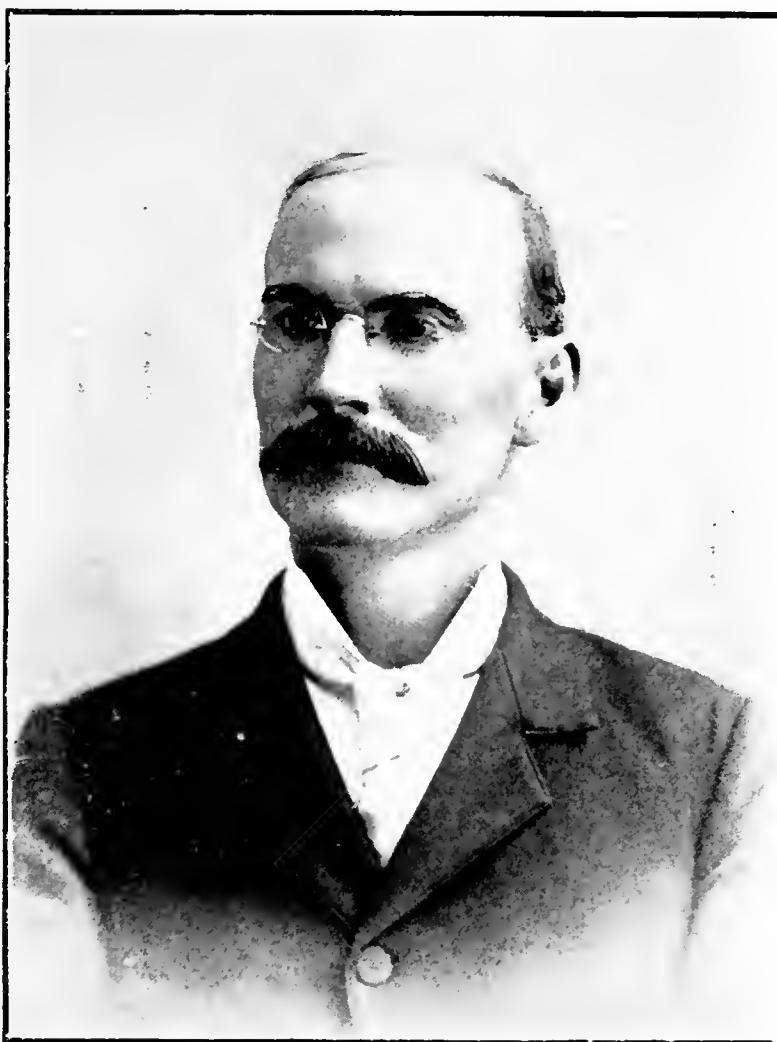
The present directors are: C. A. Bleiler, M. D., Garrett Caton, Samuel Bailey, John S. Thomas, Thomas Lafferty, David Taggart, M. D., John Dunlop, W. C. Wagner, and George W. Johnson; with the following officers: David Taggart, M. D., President; C. A. Bleiler, M. D., Secretary; C. C. Wagner, Treasurer; and L. C. Anstock, Superintendent.

## CHAPTER XII.

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### **BROAD MOUNTAIN BUILDING AND LOAN ASSOCIATION.**

The Broad Mountain Building and Loan Association is the only financial institution in the borough of Frackville. This Association was organized on the 30th day of August, 1887, when



**John C. McGinnis, Pres. B. M. B. and L. A.**

the following persons were duly elected to the several offices: George Spencer, President; Henry Snyder, Secretary; A. S. Seaman, Treasurer; Charles E. Breckons, Attorney. A charter was

granted the Association on October 27th of this same year. The authorized capital stock was fixed at five hundred thousand dollars. This stock is divided into shares, the matured value of each of which is two hundred dollars. Upon each of these shares the holder pays one dollar per month, until the principal with the accrued interest matures the stock. This money is invested only on gilt-edged real estate, with the stock, held by the lender, as collateral security. The Treasurer is required to give a bond of eight thousand dollars, and the Secretary one of five hundred.

As the assets and liabilities, as well as the receipts and disbursements necessarily vary from time to time, we shall give the last annual report of the Association to the Banking Department of the Commonwealth of Pennsylvania, which is as follows:

#### ASSETS.

Real estate loans with stock as collateral.....	\$45,900 00
Cash on hand and in bank.....	1,538 71
Real estate.....	2,900 00
Furniture and fixtures .....	50 00
Dues, interest, fines &c.....	803 89
Insurance and taxes advanced.....	116 10
Due on agreements.....	2,000 01

Total ..... \$53,308 71

#### LIABILITIES.

Due on Stock &c.....	\$45,681 14
Bills payable &c.....	34 55
Unearned premiums .....	3,040 16
Advanced payments .....	289 67
Undivided profits .....	4,263 19

Total ..... \$53,308 71

#### RECEIPTS.

Cash on hand.....	\$ 1,593 28
Dues, Interest, premiums and fines.....	15,267 88
Admision fees &c.....	42 07
Mortgage and stock loans repaid .....	354 85
Other loans repaid .....	125 00
Rents .....	279 00
Sale of real estate .....	500 65
Insurance and taxes .....	9 00

Total ..... 18,171 73

#### DISBURSEMENTS.

Books, stationery, rent &c.....	\$ 72 48
Salaries, commission &c.....	386 00

Real estate and stock loans.....	300 00
Withdrawals &c.....	14,679 43
Insurance, repairs, taxes, &c.....	254 97
Legal expenses.....	5 14
Stock matured .....	700 00
Collateral repaid .....	200 00
Orders paid .....	5 90
Auditing .....	30 00
 Total .....	 16,653 92



Thomas M. Reed, Sec. E. M. B. and L. A.

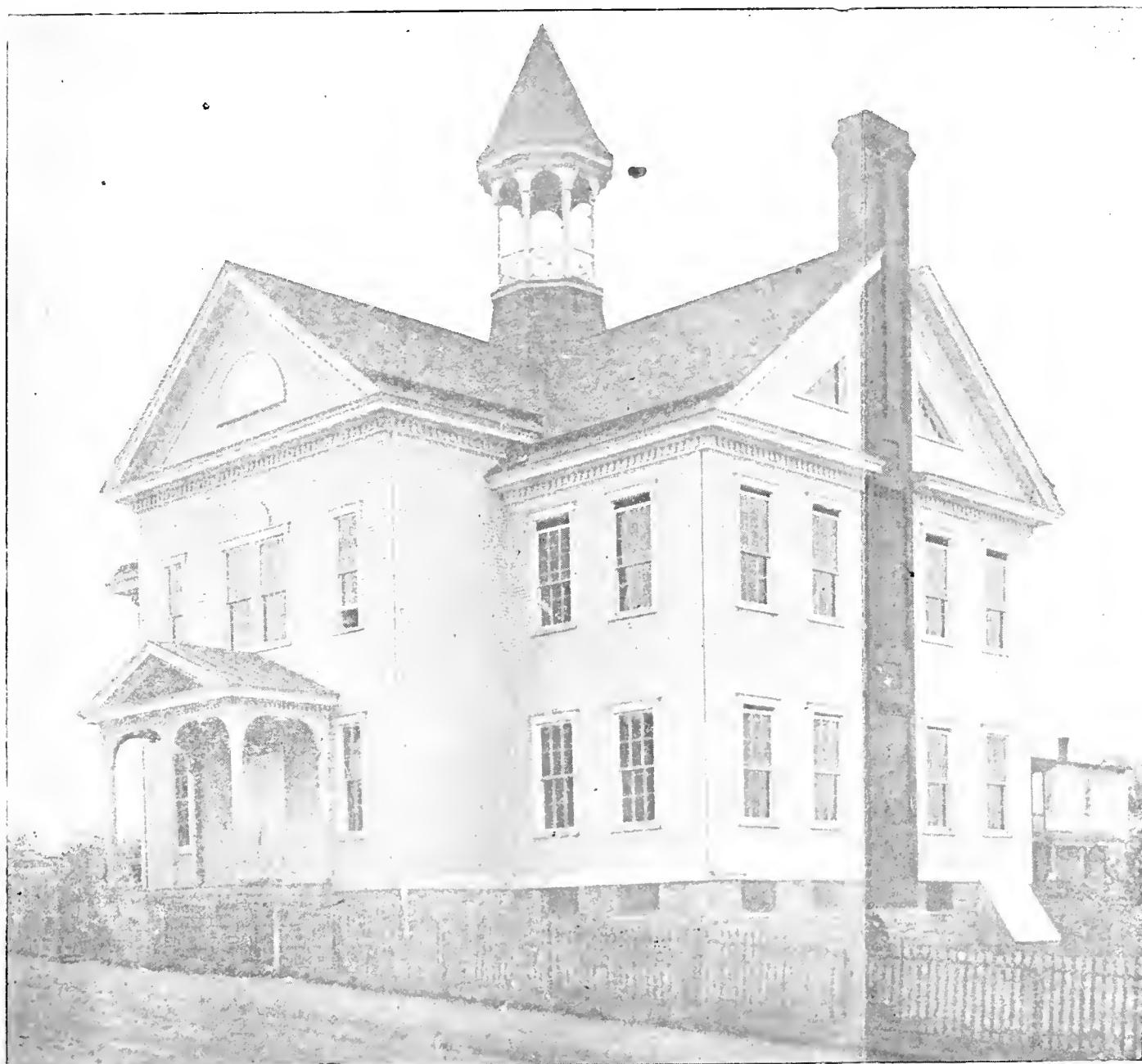
The officers of the Association at the present time are as follows: John C. McGinnis, President; Thomas M. Reed, Secretary; Alex. Scott, Treasurer; R. A. Reick, Attorney.

Directors: J. C. McGinnis, John Thomas, Richard Fennessey, Jr., H. K. Reich, Evan Thomas, W. J. Miller, D. J. Kiefer, W. H. Reich, James Hicks, W. E. Stevenson, J. F. Price, David Taggart, M. D., Harry Schaeffer, C. A. Bleiler, M. D., John Dunlop.

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East Side School Building















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